

# The Mining Journal

## AND COMMERCIAL GAZETTE.

No. 89.—Vol. IV.]

LONDON: SATURDAY, MAY 6, 1837.

[PRICE 6D.]

**INE SHARES.—FOR SALE, by PRIVATE CONTRACT,**  
SHARES in CORNISH and other MINES, which are paying excellent  
DIVIDENDS.  
Particulars, apply (if by letter, post-paid) to WILLIAM TREMERY, Jun.,  
Agent and Share Broker (from Redruth, Cornwall), at his offices, No. 50,  
Threadneedle-street, London.—May 5.

**REVERSIONARY INTERESTS, SHARES IN BRITISH MINES, &c.**  
**R. C. WARTON'S** next PERIODICAL SALE of the above  
description of property will take place at the Auction Mart (opposite the  
Court of Chancery) on Wednesday, the 10th of May, at Twelve o'clock, and will in-  
clude several valuable Reversions of Money, Annuities, &c.; also IMPORTANT  
INTERESTS IN VALUABLE LEAD AND COPPER MINES, Shares in some of the  
popular British Mines, including  
**TWO in WHEAL KITTY,**  
**TWENTY in the BLAENAVON IRON AND COAL COMPANY,**  
**TEN in HOLMBUSH,**  
**TEN in TINCROFT,**  
**THIRTY in the HARMONY and MONTAGUE MINES, &c.**  
Particulars may be had at the Mart, and of Mr. C. Warton, Auctioneer and Estate Agent,  
No. 28, Threadneedle-street, where sales may be speedily effected of all Mining  
property, &c.

**BYSHIRE LEAD MINE, SIX SHARES (24ths), PRODUCING £100 PER**  
**ANNUUM EACH, WITH PROSPECTS OF MUCH GREATER INCOME.**  
**R. C. WARTON** is directed to include in his next PERIO-  
DICAL SALE, by AUCTION, at the Mart, London, on Wednesday, 10th of  
May, at Twelve o'clock, in Lots, SIX TWENTY-FOUR PARTS or SHARES,  
VALUABLE PRIVATE LEAD MINE, known as LATHKILN DALE, near  
Newnham, Derbyshire, which is clearing ONE HUNDRED POUNDS PER SHARE  
annually, and which has prospects of much greater success. Ten thousand  
shares have been expended on the Mine; ore is raised at an expense of £4 per ton,  
and is sold for £11 per ton.  
Particulars may be had, at the George Inn, Bakewell; at the New Inn,  
Derby; at the Mart, London; and of Mr. C. Warton, Auctioneer and Estate Agent,  
Threadneedle-street.

**GLAMORGANSHIRE.**  
**THE HIGHLY IMPORTANT LORDSHIPS, MANORS, and FREEHOLD ESTATE of**  
**NEATH ABBEY, for SALE.**

**R. ADAM MURRAY** has the honour of announcing to the  
Public, that he is instructed to SELL by AUCTION, at Garraway's Coffee-  
house, Change-alley, London, on Wednesday, the 7th of June next, unless  
acceptable offer is made for the same by private contract, this highly improvable  
estate (separated from the town within the precincts of the Abbey, and rates and  
very low), containing 5500 acres of good arable, meadow, pasture, and wood-  
land, together with houses and premises in the villages of Neath Abbey and Ca-  
non; extensive copper works, iron and blast furnaces, manufactory for steam  
engines, forges, rail-roads, canals, shipping wharfs on the Neath and  
Tawe rivers; large and extensive veins of the best bituminous coal, iron-stone,  
fire-clay of the best quality; and extensive woods of fine oak timber for naval  
use, situated in the parish of Cadoxton, in a fine, healthy, undulating country,  
bounded with excellent roads and good market towns, and close to line and  
rail, with every capability at hand for the better improvement of the property.  
There are many fine situations for building upon, and abundance of stone quarries  
providing materials for that purpose. A better and more improvable estate in South  
Wales was never before offered for sale.  
Particulars of sale will be ready to deliver on the 25th of March next, on appli-  
cation to James S. Wickens, Esq., Montague-street, Russell-square; Thomas Fox,  
Esq., Beaminster, Dorset; and to Mr. Adam Murray, 47, Parliament-street, London.  
Particulars to be post paid.

**VALE OF TAWY, BRECONSHIRE.**  
**TO BE LET.—ALL THE VEINS OF IRON ORE, ANTHRACITE or STONE-COAL, FIRE-CLAY, &c.,** lying under all that farm or  
part of lands, called Wayngulrals, containing upwards of 100 acres, situated in  
parish of Ystradgynlais, and within half a mile of the Swansea Canal, power to  
communicate with which is reserved by the said canal act. On the upper part of  
property are two five-feet veins of Stone-coal, which may be worked by levels,  
and to unwater and win about fifty acres of each. These veins are about thirty  
feet apart, and as well between them as in the stratification; on the upper five  
feet numerous veins of Iron Ore of the best quality. Under the above five  
feet, or big vein, and the celebrated Brass vein of four and a half feet  
the first may be won by sinking a pit of moderate depth, so as to command  
the whole of the coal; or by driving a level from near the edge of the river, under  
the adjoining estate; and the same remark applies to the Brass vein. The inter-  
stratification between these Veins also contains Iron Ore. This property  
is highly desirable to any parties wishing to embark in the making of iron,  
has now been clearly demonstrated that the best iron can be made with Stone-  
coal as a fuel *per se*—for within a mile of the property, "the Ynycedwin Iron  
Company" are now making the best iron with coal that is worked from the same  
as those above described, and at a consumption of it, is compared with bitu-  
menous coal, of at least one-third.

Particulars of sale will be ready to deliver on the 25th of March next, on appli-  
cation to James S. Wickens, Esq., Montague-street, Russell-square; Thomas Fox,  
Esq., Beaminster, Dorset; and to Mr. Adam Murray, 47, Parliament-street, London.  
Particulars to be post paid.

**COAL WITHIN THREE MILES OF EDINBURGH,**  
**ON THE EDINBURGH AND DALKETH RAILWAY.**  
**TO BE LET,** as one concern, with immediate entry, for such  
term of years and on such conditions as may be agreed on, for a fixed rent  
only, the well-known EDGE SEAMS AT NIDDIRIE (some of which have  
already been worked), stretching south-west from Joppa Pass through the whole  
of Nidderie. The Great Seam, known by the name of the PARROT, averages  
24 feet 6 inches, of which at least one half Parrot; the STAIRHEAD PARROT  
24 feet, of which 94 feet Parrot; the SOUTH PARROT about 2 feet 4 inches, of  
which 15 inches Parrot are of superior quality; along with these may be worked  
the same engine, the well-known Great Gillespie, and two or three  
seams. If worked by two engines, or one engine of power, seventeen seams  
either may be worked, of which the aggregate thickness is about 67 feet.  
There are twenty-eight Collieries within the Estate, which will be let with the  
mine, and there is an open Quarry on the estate, from which any additional sum-  
may be built at a small expense.

**EDINBURGH AND GREENWICH RAILWAY.—**  
Imperial carriages ..... s. d.  
Fares: ..... 1 0  
All other carriages ..... 0 6  
Trains start every quarter of an hour from eight o'clock in the morning until  
night.  
During the six days of Whitsuntide and Trinity Fairs, the Trains will con-  
tinue to run until Five o'clock in the morning, and the Fares after Ten o'clock each  
will be One Shilling.

**THE PATENT SAFETY FUZE,**  
for BLASTING ROCKS in Mines, Quarries, and for Submarine operations.  
This fuze affords the safest and most expeditious mode of effecting  
any hazardous operation. From many testimonies to its usefulness with  
the Manufacturers have been favoured from every part of the kingdom, they  
the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c.  
"I am very glad to hear that my recommendations have been of any service to  
you. They have been given from a thorough conviction of the great usefulness of  
this fuze; and I am quite willing that you should employ my name as evi-  
dence of its safety."  
Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVY, Cam-  
bridge.

**RAILROADS AND LOCOMOTION.**  
Just published, price 4s. 6d.  
**PRACTICAL TREATISE ON RAILROADS AND LOCO-**  
**MOTIVE ENGINES;** in which the mechanical construction of Edge, Tram,  
Iron, and all other Railways, and the various Locomotive Carriages, de-  
scribed, and common roads, are described; including an explanation of every  
thing that has hitherto been granted in England for improvements in the Mechan-  
ical Locomotion. Illustrated by nearly 250 Engravings. By LUKE HEBERT,  
Engineer and Patent Agent, Editor of the Engineer's and Mechanic's Encyclo-  
pædia; the History of the Steam-engine, &c.  
London: THOMAS KELLY, Paternoster-row; sold by Simpkin, Marshall, and  
all booksellers.

Just published, price 3s. 6d.  
(FORMING THE FIRST NUMBER OF A NEW SERIES.)  
No. IX. of  
**THE MINING REVIEW,**  
AND  
**JOURNAL OF GEOLOGY, MINERALOGY, and METALLURGY.**

**I.—Descriptive Notice of the Quicksilver Mines of Bavaria, by FREDERICK BURN.**  
**II.—Remarks on a Section presented by the Cliffs at Tremearne, in the parish of**  
**Breage, Cornwall, by R. THOMAS, C.E.**  
**III.—Mining Statistics, by JOHN TAYLOR, Esq., F.R.S.**  
**IV.—Mineral Topography of Great Britain, by A. W. TOSSE, Esq., M.A., F.G.S.**  
**V.—On the Theory of the Formation of Mineral Veins, by FREDERICK BURN.**  
**Reviews:—Dr. Buckland's Bridgewater Treatise—Dufrenoy on the Use of Hot-**  
**Air in Iron Furnaces—Smith's Miner's Guide; and other publications connected**  
**with Mining, Geology, &c. &c.—Tabular Statements of the Produce of Mines, Duty**  
**of Steam-Engines, &c.; with a copious MISCELLANEA from Scientific Works.**  
The publication of the MINING JOURNAL has, from the nature of the papers  
which are inserted, and the success attending it, in some degree anticipated the  
MINING REVIEW, with reference to Mining Companies, as it furnishes weekly the  
Correspondence from Mines, and the Reports of Public Meetings, while the nume-  
rous original articles on Geology and Mineralogy which it contains, have rendered  
it perfectly original and unique. From this circumstance, it will be apparent that  
the MINING REVIEW should undergo some change, among which, one that pre-  
sents itself is that of Price, which will in future be reduced from 5s. to 3s. 6d.,  
while the matter will be more select; a large portion of it comprehending, as hereto-  
fore, original papers, and the residue, extracts from the MINING JOURNAL, and  
from Foreign works, with tabular-matter, &c. The numbers will be accompanied  
by plates, illustrating the subjects treated on, and although the price be reduced,  
the articles will be of equal value with those in the preceding numbers.  
London: Published by SIMPKIN and MARSHALL; and may be had of every book-  
seller in the United Kingdom.

**THE MINING JOURNAL AND COMMERCIAL GAZETTE.**  
The only Newspaper exclusively devoted to Geology, Mineralogy, and Metallurgy;  
combining therewith Reports of the Proceedings of Public Companies, Correspondence  
from the Mining Districts, Sales of Ores, Prices of Shares, Mines, Railways,  
Canals, &c., with Parliamentary Summary, London Gazette, and much original  
and interesting Scientific Intelligence, &c., is published every Saturday, price  
Sixpence, and may be had of all newsvenders in town and country.  
Office, 12, Gough-square, Fleet-street, London.

**BOLIVAR MINING ASSOCIATION.**—Notice is hereby  
given, that an EXTRAORDINARY GENERAL MEETING of the proprietors  
of the Bolivar Mining Association will be held at the office of the Association, No. 9,  
Austin-frs., in the city of London, on Saturday, the 13th day of May next instant,  
at One o'clock in the afternoon precisely (in lieu of the Meeting advertised to be  
held on Thursday, the 4th day of May next instant), for the purpose of receiving  
and considering the Report of the Committee appointed at the Annual General  
Meeting, held on the 31st day of March now last past.  
Dated this 2d day of May, 1837. ALEXANDER ALLEN, Secretary.

**BRITISH COPPER MINING COMPANY.**—The shareholders  
are hereby reminded, that the last day for the payment of the Eighth Instal-  
ment of FIVE SHILLINGS per share will expire on the 5th of May next; and that,  
at the last meeting of the proprietors it was unanimously resolved, that the Direc-  
tors be restricted in future from receiving any monies after the final day on which  
a call becomes due.  
By order of the Board, NATH. MIDWINTER, Sec.

**CORNWALL UNITED MINING ASSOCIATION.**—Notice  
is hereby given, that all shares upon which the call of Five Shillings per  
share shall not have been paid on or before the 15th day of May next, will be FOR-  
FEITED for the benefit of the Company.  
JOHN BROWN, Sec.

**COMBIMARTIN AND NORTH DEVON SILVER, LEAD,**  
**AND COPPER MINE.**—At a Meeting of the Directors, held this 18th day of  
April, at the Mine, it was resolved, "That a further CALL be made on the Adven-  
turers of ONE POUND per share, to be paid into the West of England and South  
Wales District Bank, at Barnstaple, on or before the 15th day of May next."  
Combimartin, near Ilfracombe. WILLIAM NEWTON, Sec.

**EAST CORNWALL MINING ASSOCIATION.**—The Trus-  
tees of the East Cornwall Mining Association hereby give notice, that their  
Manager is not allowed to take any credit on their account, and that he will pay  
cash, on the — Saturday in every month, for all articles, &c., supplied during the  
previous month for the use of their Mines, Bryn Tye, Wheal Dora, and Wheal  
Griffin, or any other Mine they may undertake to work. To ensure punctuality,  
tradesmen and others are desired to let their supplies be accompanied with proper  
bills of parcels, in order that they may be duly examined previous to pay day, and  
on which day they are to attend and receive their respective accounts, and give  
stamp receipts. The Trustees further notify, that they will not be accountable for  
any debts contracted on account of their Mines.  
By order of the Trustees, B. SAMUEL, Secretary.

**MARKE VALLEY TIN AND COPPER CONSOLIDATED**  
**MINES, CORNWALL.**  
Capital £40,000, in shares of £2 each. Deposit £1; the remainder in July, and  
no further liability.  
Application for the remaining SHARES may be made to C. F. Kirkman, Esq.,  
Mining Office, 12, Pancras-lane, where prospectuses may be had, specimens of ore  
seen, and all information obtained.

**NEW GRANADA MINING COMPANY.**—The Fourth In-  
stalment of One Pound per share became due on the 1st instant, and unless  
the same be paid to Messrs. Spooner, Attwoods, and Co., within fifteen days from  
the said 1st of May, the Directors will, at the first convenient opportunity, SELL  
THE SHARES IN DEFAULT, and hold the proceeds thereof, after deducting  
amount of the call and interest thereon, at five per cent. per annum, at the disposal  
of the proprietors thereof.  
By order of the Board of Directors, JOHN CHAPMAN, Secretary.

**SOUTH POLGOOTH MINING COMPANY.**—Notice is  
hereby given, that a SPECIAL MEETING of the shareholders in this Com-  
pany will be held at the Mining Office, 12, Pancras-lane, Cheapside, London, on  
Monday, the 29th May inst. At Three o'clock in the afternoon precisely, to take  
into consideration the propriety of authorising the Directors to call up the re-  
mainder of the capital.—Notice is also hereby given, that an ADJOURNED MEET-  
ING of the shareholders will be held at the above place, on the same day, at One  
o'clock, pursuant to the resolution of the General Meeting of the 29th April, 1837.  
By order of the Directors, R. N. PADDON, Secretary.

**WEST CORNWALL MINES INVESTMENT COMPANY.**  
—The FIRST ANNUAL GENERAL MEETING of the proprietors of this  
Company will be held at the George and Vulture Tavern, St. Michael's-alley,  
Cornhill, on Wednesday, the 10th of May inst., at Twelve for One o'clock precisely.  
By order of the Directors, G. D. KEOGH, Sec.

**ROYAL POLBEROU CONSOLS MINING COMPANY.**  
At a Special Meeting of shareholders on the 14th inst., it was resolved, "That  
3000 new shares of £10 each should be issued, upon which £5 per share and no  
more should be paid, and that the proprietors of shares should have the option of  
taking such new shares, equal to the number of shares held by each, upon the pay-  
ment of £1 per share on or before the 10th of May next, the second instalment of  
£1 per share, was fixed for the 10th of June, and no future call to be more than £1  
per share; and should not be whole £5 p.r. share be required, that the holders of  
the new shares shall participate in the capital stock and dividends of the Company  
in the proportion of one-fifth of a £10 share for every £1 paid, and that such of  
the new shares as shall not have been taken by the 10th of May next, shall be held  
at the option of the holders of new shares, *pro rata*, upon the same terms, at such  
time as the Board of Management may determine." The shareholders who intend  
to avail themselves of claiming new shares in conformity to the above resolutions,  
are requested, on the payment of the deposit of £1, to present their shares at the  
office of the Company, between the hours of twelve and two, on or before the 10th  
of May next, in order that the numbers may be registered.  
37, Old Broad-street, April 26. T. V. WILLIAMS, Sec.

**WEST CORK MINING COMPANY.**—The Committee  
of Shareholders appointed at the Meeting of the 19th of November last,  
deem it their duty to CAUTION the Public against TAKING, for the present, any  
SHARES in the NEW CAPITAL of this Company, inasmuch as the said institution  
in the High Court of Chancery by William Revell Vigers and John Fam Timms,  
Esquires, against Lord Audley and Joseph Pike, and others, Directors of this Com-  
pany, operates as a *lis pendens* to affect with notice all persons taking such new  
shares.  
On behalf of the Committee, London, Dec. 10. (Signed) H. PATRICK.

**UNITED HILLS MINING COMPANY.**—The Directors of  
this Company hereby give notice, that a DIVIDEND of ONE POUND per  
share has been this day declared; the payment to commence on Friday, the 12th  
instant, between the hours of Eleven and One o'clock, and to be continued on  
every subsequent Friday. The shareholders are required to leave at the office of  
the Company, on or before the Tuesday previous to the day of payment, a list of  
their shares, with the numbers and amount of the same.  
By order of the Directors, 5, Adam's-court, Broad-street, May 4. JAMES SMITH, Sec.

**WEST WHEAL JEWEL MINING ASSOCIATION.**—The  
Directors of the above Association hereby give notice, that they have this  
day made TWO CALLS of TEN SHILLINGS each—the first payable on the 1st of  
June, and the second on the 1st of July next—which they request may be paid at  
the office of the Association as under, or to the Western District Bank at Truro, on  
or before the respective periods above named. Notice is hereby further given,  
that at the Annual General Meeting held on Saturday, the 29th ultimo, a statement  
of the number of shares not originally taken up, together with those on which the  
First Instalment of One Pound had not been paid, was submitted to the Meeting,  
upon which it was unanimously resolved, that the same should be ABSOLUTELY  
FORFEITED and CANCELLED, by which means the Mine now stands divided  
into 4520 shares. It was also unanimously requested by the Meeting, that the  
Directors would hereafter declare Forfeited all shares upon which the above calls  
shall not be duly paid. The Directors, therefore, hereby give notice, that all shares  
upon which the respective calls shall not be paid at the periods herein named, will  
be absolutely FORFEITED without further notice, under the regulations endorsed  
on the scrip.  
By order of the Board, 23, Threadneedle-street, May 1. ROWLAND NICHOLSON, Sec.

**WHEAL OSBORN, WOLLA, & WHEAL NOBLE MINING**  
**COMPANY, Breage, Cornwall.**—The Directors have this day made a  
FOURTH CALL of FIVE SHILLINGS per share, to be paid on or before the 10th  
day of May next, either to Sir J. W. Lubbock and Co., Bankers, London; Messrs.  
Batten, Currie, and Currie, Bankers, Penzance; or to the Secretary, who will make  
the proper endorsement on the scrips for the same. Unless such call be paid at  
the time above mentioned, or within thirty days thereafter, the shares in default  
become ABSOLUTELY FORFEITED to the Company, and will immediately after-  
wards be declared Forfeited accordingly.  
By order of the Directors, Dated Wheal Osborn, April 29. JOHN THOMAS, Secretary, North Parate, Penzance.

**WHEAL SISTERS MINING COMPANY.**—Notice is hereby  
given, that the General Meeting of proprietors advertised in the MINING  
JOURNAL of the 22d ult. to be held at the White Hart Tavern, Bishopsgate-street, on  
Monday, the 15th inst., is for the present POSTPONED.  
By order of the Board, 37, New Broad-street, May 2. GEORGE MORGAN, Sec.

**SOUTH-EASTERN RAILWAY COMPANY.**—The HALF-  
YEARLY MEETING of the proprietors will be held at the office of the Com-  
pany, No. 10, Coleman-street, London, on Thursday, the 18th day of May next, at  
One o'clock in the afternoon precisely.  
P. S. L. GRENPELL, Chairman of the Board of Directors.

**SOUTH-EASTERN RAILWAY COMPANY.**—Notice is hereby  
given, that the TRANSFER BOOKS of this Company will be CLOSED on  
TUESDAY, the 9th of May next, and will remain closed until Friday, the 19th day  
of May.  
By order of the Directors, Railway Office, Coleman-street, April 25. J. S. YEATS, Secretary.

**GRAND COLLIER DOCKS, Rotherhithe.**—Entrances for  
Colliers at Rotherhithe, and for Craft at Rotherhithe.  
Capital £550,000, in Shares of £5 each.—Deposit £1 per Share.  
PROVISIONAL COMMITTEES.  
With power to add to their number.  
Charles Duncan, Esq. Sir William Heygate, Bart.  
Thomas Farncomb, Esq. Samuel Sanderson Hall, Esq.  
Captain John Guyon, R.N. Frederick Mangles, Esq.  
Adam Gordon, Esq. Captain Thomas Price, H.C.S.  
William Gunston, Esq. Wm. John Richardson, Esq.  
Joseph Horatio Ritchie, Esq.  
BANKERS—Messrs. Smith, Payne, and Smith, 1, Lombard-street.  
EXCHANGERS—H. H. Prior, Esq., 4, Parliament-street.  
ARCHITECT and SURVEYOR—John Newman, Esq., Bridge-house, Southwark.  
SOLICITOR—Henry Hoppe, Esq., Sun-court, Cornhill.  
JAMES SMITH, Secretary, *pro tem*.  
Prospectuses may be had of Henry Hoppe, Esq., 3, Sun-court, Cornhill, where the  
printed form of application for shares may likewise be obtained. All applications  
to be made on or before the 1st day of May, 1837 (post-paid).  
IMPORTATION OF COAL TO THE PORT OF LONDON DURING THE LAST FOUR YEARS.

| Year | Tons      |
|------|-----------|
| 1833 | 2,010,400 |
| 1834 | 2,078,685 |
| 1835 | 2,268,412 |
| 1836 | 2,398,852 |

And an increase in the quarter, ending 31st March, 1837, as compared with 1836,  
of 77,452 tons.

**PRESTON & WYRE RAILWAY & HARBOUR COMPANY.**  
—Half-yearly General Meeting of the Court of Proprietors.—At the Half-  
yearly General Meeting of the Preston and Wyre Railway and Harbour Company,  
held in pursuance of the provisions of the Act of Incorporation, at the Company's  
offices, No. 82, Cornhill, London, on the 28th of April, 1837,  
PETER HESKETH FLEETWOOD, Esq., M.P., in the chair,  
It was resolved,—1. That the Report of the Directors, as it is now read, be re-  
ceived and adopted and printed, and a copy sent to each of the shareholders.  
2. That the following six gentlemen be appointed directors in the place of those  
now going out of office, and that the two other vacancies occasioned by resignation  
be filled up by the directors at their discretion:—  
Peter Hesketh Fleetwood, Esq. George Walter, Esq.  
Arthur Brown Blackiston, Esq. Henry Pitches Boyes, Esq.  
Mr. Matthew Lewis, Esq. Thomas John Knowles, Esq.  
3. That upon the recommendation of the directors present, the remuneration  
to be made to the directors do commence from the last General Half-yearly Meeting,  
and that the same be fixed at One Guinea for each attendance.  
4. That the thanks of this Meeting be given to the directors for their valuable and  
zealous services at all times, and for the liberality shown by them in pressing upon  
the Company the fixing of so small a remuneration for the same.  
PETER HESKETH FLEETWOOD.  
The Chairman having quitted the chair,  
Resolved unanimously.—That the thanks of this Meeting be given to Peter Hes-  
keth Fleetwood, Esq., M.P., for his efficient and courteous conduct in the chair.  
OWEN T. ALGER, Secretary.

**EAST INDIA AGRICULTURAL COMPANY.**—(To be In-  
corporated by Act of Parliament.) For the Culture and Improved Manu-  
facture of SUGAR, COFFEE, COTTON, SILK, TOBACCO, INDIGO, and other Staples  
of BRITISH INDIA.  
Capital, £1,000,000, in 20,000 Shares of £50 each.—Deposit, £2 per Share.  
The Directors' List and the Officers of the Company and the Prospectuses will be  
published in a few days.  
RANKERS.  
London—Messrs. Messers, Peters, and Co.  
Calcutta—The Bank of Bengal.  
Standing Counsel.—D. Pollock, Esq., K.C., and Henry Roberts, Esq.  
Solicitors.—Messrs. Swain, Stevens, and Co.  
Office of the Company, 53, Old Broad-street.

British India, extending over 500,000 square miles of the most fertile part of Asia,  
and containing one hundred millions of industrious, skillful, and intelligent in-  
habitants, peculiarly requires a combination of capital, skill, and energy for the  
full development of the valuable and varied products of the soil. The recent abro-  
gation of exclusive commercial privileges in the east; the enactments of the  
local Government for facilitating the rent or purchase of land; the abolition of  
transit tolls in Bengal; the application of improved machinery to various manu-  
factures; the equalization of the duties on the produce of the East and West In-  
dies, when imported into the United Kingdom; the dissolution of the large mer-  
cantile firms of Calcutta; the increasing pecuniary drain on the Indian revenues to  
meet political charges in England, and the consequent desire to strengthen the com-  
mercial connexion between both countries; the fact that our cotton manufacture,  
and 3,500,000 of tobacco revenues are dependent on the jealous animosity of the  
United States Government, and on the tranquillity of 2,000,000 slaves; and that the  
important and lucrative trade in sugar, molasses, rum, &c., and with its 5,000,000  
of revenue, are put to serious hazard by negro emancipation in the West Indies; but,  
above all, the paramount moral duty of Britain to use every possible exertion for  
promoting the welfare and happiness of the vast population committed to her care,  
each and all combine to demand the formation of a Company, which seeking no  
monopoly or exclusive rights, and relying solely on the economical, judicious, and  
profitable employment of its concentrated capital, vigilant attention, and skilful  
agency, may fairly rank with those national institutions, that not only enrich their  
proprietors, but confer honour, security, and wealth on the whole community of  
the empire.

The business of the East India Agricultural Company will be conducted by a  
Board of Directors, sitting in London, and elected by the Proprietors of Stock hold-  
ing Five or more Shares, by a Local Board of Sub-Directors (two of whom shall  
be natives of India), sitting at Calcutta, with a Manager deputed from the London  
Board.  
A Court of Proprietors will be held annually for the appointment of Auditors, and  
receiving the report of the Directors. All further information may be had at the  
Offices of the Company, No. 53, Old Broad-street, where applications for Shares  
are to be addressed.  
By order of the Board, ROBT. MONTGOMERY MARTIN, Resident Director.



# PROCEEDINGS OF PARLIAMENT RELATIVE TO JOINT STOCK COMPANIES.

FRIDAY, APRIL 28.

**Edinburgh and Glasgow Railway.**—Copy presented of correspondence relating to the tunnel at Edinburgh, projected by the Edinburgh and Glasgow Railway Co. pany; ordered to lie on the table.

**Bolton and Preston.**—Two petitions in favour; ordered to lie on the table.

**Leeds and Derby.**—Lords amendments agreed to.

**London and Brighton (Rennie's Line).**—Petition of James Slatford Vale, denying the allegations contained in the petition of Benjamin Wheeler Poulton; referred to select committee on the Deptford and Dover Railway Subscription List.

**Durham Junction.**—Petition of lessees and occupiers of lands and premises in the county of Durham; referred to the committee on the Bill; counsel ordered.

**Exeter and Falmouth.**—Petition of shareholders against; ordered to lie on the table.

**London and Brighton (Rennie's Line).**—Petition of Daniel Edward Stephens, complaining of persons in needy circumstances having signed the subscription contract for large sums; and Samuel Carr, stating his having received remuneration for signing the subscription contract; referred to the select committee on Deptford and Dover Railway Subscription List.

**Manchester and Stafford.**—Petition against; referred to committee on the Bill; counsel ordered.

**Fish and Harbour Bill.**—Bill reported; ordered to be ingrossed.

**Message from the Lords.**—That they have agreed to the Preston and Wyre Railway Bill, with an amendment.

**Manchester and Leeds Railway.**—Lords amendments agreed to.

**Belfast and Holywood.**—Petition against; referred to committee on the Bill; counsel ordered.

MONDAY.

**Preston and Wyre.**—Lords amendments agreed to.

**Bath and Weymouth.**—Bill put off for six months.

**Edinburgh and Glasgow.**—Petition against; referred to committee on the Bill; counsel ordered.

**London and Brighton (Rennie's Line).**—Petition in favour; ordered to lie on the table.

**Petitions denying the receipt of any pecuniary consideration for signing the deed of contract, from Richard Blackmore, John Haley, William Coke, George Walker, Robert Huckvale and others, and Joseph Thompson;** ordered to lie on the table.

**Chesler and Creese.**—Petition from Salford in favour; ordered to lie on the table.

**Exeter and Falmouth.**—Petition of shareholders against; ordered to lie on the table.

**Manchester and Tamworth.**—Two petitions against; referred to committee on the Bill; counsel ordered.

**Manchester and Stafford.**—Petition against; referred to committee on the Bill; counsel ordered.

**Exeter and Falmouth.**—Seven petitions in favour; ordered to lie on the table.

**Bill reported;** report ordered to lie on the table, and to be printed.

**Edinburgh and Glasgow.**—Petition from Cumbrock in favour; ordered to lie on the table.

**East Thickley and Frosterley.**—"For incorporating certain persons for making and maintaining a railway from the Stockton and Darlington Railway, in the parish of St. Andrew Auckland, to or near Wotton Park Colliery, with a branch therefrom, all in the county of Durham, to be called 'The Bishop Auckland and Weardale Railway,'" presented; read first time; to be read second time.

**Standing Orders Committee.**—Resolution reported, "That in case of the London and Greenwich petition (No. 2), the parties be permitted to proceed with their Bill, upon giving notice in some newspaper published within the county of Kent, and in the London Gazette, for three successive weeks, of their application to take a toll upon all persons, horses, cattle, and carriages, passing along the bridge proposed to be constructed, and that the committee on the Bill do examine in the first place how far such order has been complied with, and do report the same to the House on the report of the Bill;" resolution agreed to. Report from select committee on standing orders read; Bill ordered to be brought in.

**Edinburgh and Glasgow.**—Paper previously presented ordered to be printed.

**Birmingham and Derby.**—Petition against; referred to committee on the Bill; counsel ordered.

TUESDAY.

**London and Brighton (Rennie's Line).**—Orders for referring to the select committee on the Deptford and Dover Railway Subscription List, the petitions of Richard Till, Henry Cooke, Benjamin Wheeler Poulton, and members of the provisional committee, solicitors, and secretary of the Direct London and Brighton Railway Company; and orders for referring to the said select committee the petitions of James Slatford Vale, Daniel Edward Stephens, and Samuel Carr read; motion made, and question proposed, that the said orders be discharged; motion by leave withdrawn.

**Charlton King's and Marsworth.**—Bill reported; report ordered to lie on the table.

**London and Brighton (Rennie's Line).**—Petition in favour; ordered to lie on the table.

**Glasgow and Ayr.**—Petition against; referred to committee on the Bill; counsel ordered.

**Edinburgh and Glasgow.**—Petition against; referred to committee on the Bill; counsel ordered.

**Hurworth and York.**—Order for further consideration of report read, and discharged; Bill recommitted to the former committee; and to report upon Thursday next.

**Dublin and Drogheda.**—Petition against; referred to committee on the Bill; counsel ordered.

**Railroad Bills.**—Petition from Winstler, for introduction of a clause into all railway Bills, prohibiting all traffic on the Lord's Day; ordered to lie on the table.

**Message from the Lords.**—That they have agreed to the Manchester (Victoria Park) Improvement Bill, with amendments.

**Maryport and Carlisle.**—Report further considered; amendments agreed to; Bill to be ingrossed.

**York and North Midland.**—Report further considered; amendments agreed to; Bill to be ingrossed.

**Leicester and Swannington.**—Report further considered; amendments agreed to; Bill to be ingrossed.

WEDNESDAY.

**Slamannan.**—Report further considered; amendments agreed to; Bill to be ingrossed.

**Dublin and Drogheda.**—Bill reported; report ordered to lie on the table, and to be printed.

**American Steam Navigation Company.**—Three petitions against; ordered to lie on the table.

**Slamannan Railway.**—Bill read third time and passed.

**Edinburgh and Glasgow.**—Copy of correspondence relating to the tunnel at Edinburgh; referred to committee on the Bill.

**Charlton Kings and Marsworth.**—Report ordered to be printed.

**Greenwich Pier Bill.**—Bill reported; ordered to be ingrossed.

**Commercial Steam Packet Company.**—Two petitions against; ordered to lie on the table.

**Cotton Joint Stock Company.**—Petition against; ordered to lie on the table.

THURSDAY.

**York and North Midland Railway.**—Bill read third time and passed.

**Southwark and Hammersmith.**—Petition of Charles John Blunt, civil engineer, complaining of misapplication of the funds of the company; ordered to lie on the table, and to be printed.

**Hurworth and York.**—Bill (re-committed) reported; report to be taken into consideration on Tuesday next, and to be printed.

**London and Brighton (Rennie's Line).**—Two petitions against; referred to committee on the Bill; counsel ordered.

**Kilmarnock and Troon Railway.**—Bill reported; report ordered to lie on the table; and to be printed.

**Ardsrossan and Johnston.**—Bill reported; report ordered to lie on the table, and to be printed.

**Exeter and Falmouth.**—Petition against; ordered to lie on the table.

**Edinburgh and Glasgow.**—Petition against; referred to committee on the Bill; counsel ordered.

## PARLIAMENTARY SUMMARY.

### HOUSE OF LORDS.

MONDAY.

The resolutions respecting Lower Canada, adopted by the Commons, were communicated in a conference, and their lordships' concurrence therein requested; they were ordered to be taken into consideration on Wednesday next.—The Consolidated Fund Bill went through a committee.—The Municipal Corporations' Act Amendment Bill was considered in committee; it was ordered to be reprinted as amended.

TUESDAY.

The Duke of Wellington stated, in answer to Lord Brougham, that he did not know he should have any amendments to propose to the Irish Corporations' Bill.—The Dublin Police Bill was read a second time.

WEDNESDAY.

Several bills, brought from the Commons, were read a first time.

THURSDAY.

The House did not assemble for the purpose of public business, but appeals were heard, and there were committees on private bills.

FRIDAY.

Lord DUNCANNON moved the third reading of the Penitentiary Bill.

Lord MELBOURNE moved that their lordships resolve into committee on

the Municipal Corporations (Ireland) Bill. The Duke of WELLINGTON, at considerable length, and with great force, examined not only the principle of this bill, but the manner in which the details were proposed to work out that principle; he moved the postponement of the committee for five weeks—namely, till June 9. Lord MELBOURNE, the Marquis of LANSDOWNE, and Lord BROUGHAM, strongly opposed the delay. Their lordships divided on the amendment. The numbers were—for it, 192; against it, 115; majority in favour of the adjournment, 77.—The royal assent, was given to the following bills: the Victoria Park (Manchester) Company Bill, the Lancaster and Preston, the Sheffield and Manchester, North Midland, Manchester and Leeds, Lancaster and Liverpool, and the Preston and Wyre Railway Bills.

### HOUSE OF COMMONS.

MONDAY.

The second reading of the Bath and Weymouth Railway Bill was negatived on a division.—Lord EBRINGTON, on presenting the report on the Exeter and Falmouth Railway Bill, gave notice that he should call attention to the subscription list on Tuesday next.—Mr. CAYLEY gave notice that he should move for a committee to inquire into the causes of the late commercial embarrassments, with a view to their removal.—The House then resolved itself into a committee on the subject of tithes in Ireland.—The adjourned debate on the proposition for the adoption of poor laws in Ireland was resumed.

TUESDAY.

After much discussion on railways, church rates, and poor law petitions, Mr. BORTHWICK brought forward his motion on the subject of convocations of the clergy, which was negatived on a division.—Mr. PAYNE moved that the House resolve itself into a committee, to consider the expediency of reducing such duties on foreign commodities as gave rise to extensive smuggling, especially those on tobacco and foreign spirits.—Adjourned.

WEDNESDAY.

Lord J. RUSSELL, in answer to inquiry from Mr. A. Trevelyan, stated that he proposed to bring forward the further consideration of the Church Rates Abolition Bill on the 22d inst.—The Records' Bill was read a second time.—Mr. O'CONNELL moved the second reading of his Law of Libel Bill, which was lost on a division, by a majority of eight.

THURSDAY.

Mr. P. THOMSON adverted to the National Endowment and Insurance Company Bill, the second reading of which had often stood on the paper, but without any member appearing to have charge of it.—Sir S. WHALLEY brought forward his motion regarding the window tax, in the shape of a resolution declaratory that it was expedient to repeal the same, which was negatived by a majority of 158.—Sir A. AGNEW obtained leave to bring in bills to enforce the better observance of the Lord's Day.—Mr. MARK PHILLIPS postponed, on account of the lateness of the hour, his motion for the repeal of the duty on raw cotton, till the 16th instant.

FRIDAY.

No business of importance before the House this evening.

### FOREIGN MINES.

#### COLOMBIAN MINING ASSOCIATION.

(Continued from No. 88.)

**Candado Mine.**—The air in the Hermecijido rise is rather bad, and the heat in the Accquia level shaft excessive, so much so, that in all probability the workmen will have to discontinue sinking. In the deep Candado a it, the lode was cut a few days ago, nearly a foot wide.

**Surface Works.**—Proceed as usual; the lower surface peons have been reduced, and are confined to those assisting the masons, carpenters, and smiths.

**From Mr. R. F. Jones, the Superintendent.**

**Jan. 21.—PAMPLONA DISTRICT.**—Mines.—I observe the board's anxiety to have these pushed as vigorously as possible, and have communicated their desire to Captain Patten, as per copy of letter in the minutes.

We have been endeavouring to trace the Santa Catalina lode at the surface eastwards, in order to determine on the propriety of cross-cutting it, and have found a small lode, which by the dial should be it. Although at the surface it appears poor, yet, as the Quebrada at this place is very steep, by coming back a short distance, we can intersect it at twenty fathoms below the surface, by bringing in a cross-cut of about ten fathoms, and intend immediately doing so; should it prove productive at this depth, we shall have the same advantage of raising ore, as in Wills end, at a distance of upwards of eighty fathoms east of it, and twenty fathoms above it. Santa Catalina lode runs nearly parallel with La Baja river, and the underlay is towards it, so that other deeper cross-cuts may be brought in, should the first one prove the lode to be valuable in this part.

**Wills End continues kindly, but without any decisive improvement.**

**The Backs** are still very good, and the lode holds upwards. The ore from these places is now all brought out, and will be ready for sampling in the course of ten days. Such of the best ore as is ready before the commissioner arrives, will be added to the parcel to be sent to England.

**Eighteen Fathom Adit.**—This place, I am sorry to say, had gone on very slowly, but as the ground is getting fairer, we may expect to be able to make better progress; we have cut two small branches of lode in this adit, but apparently not worth following.

**Copper Lode.**—Having driven the five fathoms west, which I referred to in my last, without finding the lode, we commenced rising against the sink, and after rising about six feet, the ground began to fret away, and prevented the miners working, it continued falling down for several days, faster than they could clear it, until it burst through and left the sink dry. Captain Patten contrived to get down the sink, about seven or eight fathoms, but as it was half full of deads and slime, he could not see any part of the lode, it appeared to have been worked away in places about twenty feet wide; we are clearing the sink as fast as we can, but it will probably take upwards of a month.

**Returning Works.**—The mason has begun to dress up stones for two arrastres, which will be worked by the Angostura engine water-wheel, which has been taken to pieces and brought down for that purpose. A plot of ground just above the roasting furnace is clearing for them, and I hope in two months time will be nearly ready to go to work. The first thing I shall pass through the arrastres, will be the remains from the barrels, in order to get back part of the gold which is left in them. I have only just finished returning the ore for the September and October returns, which has yielded 2150 ounces Troy of alloy, worth about \$3200, including the gold. I have another parcel of twenty-one tons mixed, worth I expect, at least \$4000, and am only waiting the arrival of the remainder of the copper from Bucaramanga, to begin amalgamating. I am preparing to export about fourteen tons of our best ore, and am only waiting for the government commissioner to come and take his sample, it will be worth about \$8000.

#### REAL DEL MONTE MINING COMPANY.

**March 1.**—Estimate of the costs and returns for March, 1837, comprising four weeks:—

**Costs.**—Regia mines, \$15,600; Avialero adit, 200; Acosta shaft, 150; Santa Ynez mine, 260; Moran and branch mines, 200; stores, 5000; charges on produce, 4600; general expenses, 3000; haciendas, 6000; English salaries and sundries, 7250 ..... 42,260  
Returns estimated, thirty-six bars ..... 43,260

**Profit.**.....\$1000

The waggons returned from the coast with machinery, &c., on the 18th ult. I hope to arrange to dispatch them for what remains at Vera Cruz some time within the present month, taking the opportunity to send down the fifty-one bars of silver. We now have, together with what we can procure up to the time of their departure, which will depend upon the arrangements Mr. Pakenham will be able to make for a military escort.

As the dispatch of the packet correspondence is so close upon the end of the month, I fear I shall not be able to get any reports to send you, excepting the tutwork list. By this you will perceive that we are making considerable progress in the principal underground works, although, I am sorry to say, I cannot yet report the drainage of the Dolores bottoms. It is quite clear, however, as the level is so much advanced, that this desirable object must of necessity soon be gained. The sinking of the Dolores Diagonal shaft has again been resumed, after completing the new arrangement of the pitwork, and the fixing the large pumps adapted to the expected increase of water; so that, notwithstanding, we have to regret, on the one hand, the delay in the drainage of the bottoms, we have, on the other, gained, in some measure, a compensating advantage by the progress made in the shaft, and the advanced position of the works. A considerable advance has been made within the last few weeks in the adit east of Dolores, from being found open or only partially filled in the most advanced part. We think we have reached San Ramon shaft, but the air is so bad, that until we get in pipes for ventilation, we cannot well examine it. Should the San Ramon workings be found dry under the adit, it will be advisable, as I recommended some time since, to drive a level or two east of Dolores, to make trial of the high ground between the two shafts. The workings upon the manganese ore, and the Santa Ynez vein, are still continued north and south of San Vicente shaft, at different places above the 132 vara upper level. It appears, however, that in either direction, at the most advanced points, that vein produces much less of these ores than at and near the shaft; a good deal may yet be broken, but as it occurs in bunches, it is difficult to make a correct estimate of the quantity which can be obtained. Bunches also of these ores appear in Carretero and Jesus Maria, which, I hope, in due time, we shall be able to examine and to profit by. In the meantime we have resumed the driving of the 132 vara level north, towards Carretero, and the sinking of San Vicente shaft under that level, the first of which contains some manganese, and has a kindly appearance, seems desirable to form a communication with Carretero; and the second, in order to make trial of the vein in depth, and to work

the ore near Santa Ynez shaft. It is rather singular, that while the latter is full of water, up to the 132 vara level, San Vicente, further north, is quite dry, owing, probably, to its being upon a different part of the vein. Either, however, by the adit driving north of the Biscaina vein, or by the San Vicente shaft, we may expect that the Santa Ynez workings will soon be drained. Santa Ynez shaft is so extremely bad, from being inclined in different directions, that we have thought it advisable to abandon it as a working shaft, and to adopt San Vicente in its stead, the latter being in every respect superior. By the accounts herewith remitted, you will see that the profit on the manganese ores, for the December quarter, was \$1800. The Regia experiments have not hitherto shown that a large portion of these ores can be used advantageously with the Biscaina ores; their utility, however, in extracting all the silver and lead contained in rich slags and in smelting pegaduras, has been repeatedly proved. In this way, however, no very large quantity will be required, and we cannot spare the furnaces for the manganese ores alone, now that they are required for the rich Biscaina ores. When we can obtain spare smelting power, there is no doubt, from what we have seen, that the reduction of manganese ores will answer very well. The masonry in Guadalupe shaft, to support the main arches, having been completed, together with some repairs of timber and ladders below, the clearing and securing the shaft have just been resumed. After clearing to communicate to the Asuncion level, a suitable place will be chosen in the solid rock above to put in strong arches, and upon them to build up masonry to join the firm ground above the adit, which we hope may be done before the timber begins to decay, which we have lately put in to support the extensive ruin in the neighbourhood of the adit. Once secure by masonry, as proposed, this shaft is likely to be of great advantage to the concern, by giving ventilation to the working west of Terreros, and by facilitating the extension of level west, under the old workings of Santa Aguida and San Francisco, which are said to be likely to produce much ore. At the same time, being commanded by the new steam whim, it will afford great facility in extracting whatever produce may be found in that direction. With respect to your inquiry as to the proposed trials east of Santa Teresa, I would observe, that the vein generally appears rather unpromising in that direction. We have driven a cross-cut south of the San Pedro level, about forty-five varas east of Santa Teresa shaft, to examine a south part of the v. in; this, however, was suspended a few weeks since, owing to a temporary scarcity of gunpowder. We intend to resume it again in a few days, in order to drive the short distance which remains to reach the point proposed. The San Miguel level has been driven east of Santa Teresa shaft about 20 varas, where the lode is poor and unkindly. We have had it in contemplation to sink a winze into this ground, under the San Pedro level, near La Virgen, which, as it appears to be dry, can be easily done, and perhaps this may be the best way of making a trial; we shall keep this matter in view, and consider what had best be done. Since I wrote you last, I have had a general inspection of the underground works, which, from various causes, I had been prevented doing for some time before. My attention was more particularly directed to the new winzes below the San Miguel level and the new levels of La Cruz, and I am happy to say that the prospects at all these points are very satisfactory, being such as to remove all doubt as to the richness and large size of the vein in proceeding downwards. In what we have yet seen in the winzes and levels, the vein, upon the whole, has a better appearance, and is likely, in my opinion, to be more productive below than above the San Miguel level. In the latter, the lode was unproductive for about thirty varas west, and twenty varas east of Terreros shaft, whereas, in La Cruz level below, there is an uninterrupted course of ore under this dead ground, the both ends still continuing good. It is satisfactory also to observe, that Las Animas shoot of ore, west of Terreros, has every appearance of hoing downwards; and if La Cruz west end continues productive much further, it may appear that this shoot and the ore east of Terreros may have formed a junction. We have just commenced sinking a new winze called San Joaquin, under the San Miguel level, upon this ore, at forty two and a half varas west of Terreros shaft, where the vein appears likely to give a produce, both as to quantity and quality, fully equal to that which it gave above. In reference to the state of the concern, at the close of an other year I would remark generally, that the progress of discovery has of late been more rapid, than that of the extraction of ores, and that the concern is now approaching to that state so desired by miners, when some calculation can be made of the ores in sight. This will be better understood on reference to the gradual progress of the operations which have led to this improvement. It will be recollected, that the first level driven by the company from Terreros shaft to the ore ground, had a back only of about fourteen varas, which of course was soon worked out. The next level, San Miguel, had a back of about twenty-two varas, which was not available, however, until nearly the whole of the ore had been taken from above, leaving us without a reserve. The Cruz, at 168 vara level, has a back of twenty-four varas, and although as in the former case, the ore is nearly exhausted immediately above, at the 142 vara level. It is of importance to notice, that we have scarcely commenced extracting the ore between that level and La Cruz, while the Terreros sump is about twenty-two varas below the latter, and that if no unforeseen hindrance occurs, we shall be ready in a short time to drive a new level, by which while we shall be enabled to work the ground below La Cruz, we may hope to have considerable reserves of ore left between that level and San Miguel. An approximate estimate of the value of our discoveries in this part of the mine may be formed, on reference to the produce of the vein between the level of the Santa Teresa bottom, where found by the company in May 1833, and the bottom of San Miguel level, comprehending a depth of forty varas, and a length from Santa Teresa shaft west, as far as the working upon ores have extended, and therefore, including of course, those of Las Animas. From within these limits our produce for the last three and a half years, commencing July 1833, and ending December last, has been obtained. There was scarcely any stock of ore on hand at the commencement of this period, and admitting that a small quantity of smelting ores from the winzes, under the San Miguel level, was brought in during the latter part, they are more than compensated by the ores yet remaining to be broken; those which remain on the stulls, ready to be drawn up when required, and the tierras of Tepetate, amounting to about 1000 montons, now at the surface, all obtained within the period and limits mentioned. Silver profit above referred to.—The last six months of 1833, \$190,415; the year 1834, \$372,862; ditto 1835, \$465,455; ditto 1836, \$488,446. Produce obtained from the Santa Teresa bottoms and Las Animas workings, from forty varas in depth upon the vein, \$1,517,178. Average value of produce for each vara in depth, \$37,929. Reckoning the value of the lode from the San Miguel level downwards at the same rate, which present appearances would seem fully to warrant, the value of the produce of the twenty-six varas in depth, from San Miguel to La Cruz, would be \$985,165, or in round numbers, a million of dollars. Besides this amount, there are the ores which may be calculated upon below La Cruz level, and those of Dolores, which will, in all probability, be available in the course of a few months, the latter probably sooner. One of my objects in presenting you this statement, is to show the necessity of procuring without much delay, additional hacienda power. At the present moment, our stock of ores are increasing upon the haciendas, and the mine produce, exclusive of what may be expected from Dolores, might in my opinion, immediately be augmented, so as to supply more azogue ore than can be reduced by our present power, including that of the Regia new arrastres.

Under these circumstances, we shall use every exertion to profit by the means within our reach, to their full extent, and with this view, it will be of course advisable, to employ the power we have upon the best ores, leaving the inferior kinds until we can procure additional means of reduction. The tierras of azogue at the surface, amounting to 1000 montons, and the ore in the atit, lodged upon the stulls underground, and which may be brought to the surface when required, would keep in employment a hacienda of moderate power, such as San Antonio for instance, for more than a year. The repair of the large water-wheel at Regia is finished, and the arrastres upon which our principal force is now employed, will, we hope, be ready to work in about six weeks. The crushing mill is again at work, and seems to answer very well; the sieve or riddle, however, which has six holes to an inch, is too fine, and delays the operation, we shall, therefore, be glad to have that of three holes to an inch, mentioned in our late requisition. The work of our steam-engine is fast concluding; the engine will be ready to move in a few days; the flat rope, however, which is quite a new thing here, and for which we have had to put up the necessary machinery, will require a few days longer. Wednesday, the 15th inst., is the day appointed for setting the engine to work in a formal manner, when, agreeably to the custom of the country, there is to be a benediction, which is to be attended by the Prefect of the district, who has expressed a wish to be present on the occasion.

**March 2, 7 o'clock, A.M.**—Captain Pollard, who has just been underground at Dolores, has come to inform me, that a considerable increase of water has taken place in the 164 vara level, driving west, and that the vein has much improved in appearance, and contains good stones of ore; and the water flowing out of the bottoms, at the 116 vara level, has abated a good deal.

#### BOLANOS MINING COMPANY.

**Veta Grande Mine, Feb. 8.**—I have the honour to present you my report upon the state of the mine of this district. I regret to say that the keys of the ores of Gallega have not yet augmented, but trust that this month they will become as previously, from having abandoned various points in the mine where the ores were inferior. There now remains, on the levels of Guadalupe and San Andres, if the workings of the arrastres are to be continued to profitable account. Respecting the most expedient method of working the mine, for the future, we will verbally treat on the subject, when the orders you may communicate shall be punctually fulfilled. The extraction from Gallega during the month, was the following:—201 cargas, thirds; 107 ditto, fourths; 11,468 ditto, ordinarios. The tutwork gave unfortunate



results, as nothing but ordinary ores were produced from them, and they still continue to afford nothing further. I have consequently suspended several of them, it being useless to continue with such inferior ores. Of the ends at Taylor's, I have nothing further to add to the above statement, neither respecting the ends at Boca Suceso. The cross-cut No. 2, of Boca Suceso to the north, cut the vein of San Felipe, during the third week of the month, and in the last, an end was driven upon it afterwards to the west, which gave us unfavourable results as to the cross-cut. The vein is now inspected at this level in three points, and as it exhibits poverty in the whole of them, I consider it superfluous to proceed with the working and incur further expense, it was therefore abandoned. Should it be expedient to seek the vein in another point in the mine, time will show. The end at Remedios to the west, driven in the winze of the same name, was with the object of forming a ledge or place, behind which the workmen might screen themselves, and diminish the danger to which they are exposed upon the explosion of the powder in blasting in a straight winze, added to which, this driving will assist in the communication with the level of San Francisco, to the east. The working was finished during the third week of the month, and the winze continued. Respecting the vein, we seek in the cross-cuts of San Francisco and Dolores, I know not what can have become of it; in the cross-cut of Dolores nothing is discovered, notwithstanding we have passed the line more than ten varas. Probably, there may be a dislocation in this point, I have suspended the cross-cut, until further information may be obtained concerning this vein. The driving in the cross-cut of San Francisco, does not pass the line where we ought to expect to discover the vein, and it is therefore discontinued. The end at Esperanza was suspended, in consequence of the poverty of the vein, as also the winze No. 3, of San Diego.

**Atenas.**—The water in the bottom of San Francisco, was gradually lowering, a sign that the springs of water that had previously existed had ceased, but still much time would have been required for the water entirely to disappear; some ponds were therefore placed there to assist the drainage, which, in a few days, was accomplished. The bottoms and end of San Francisco to the west, were immediately put in operation, the same workings that were left in good fruits, but abandoned on account of the water; it appears that the ores, instead of increasing have diminished, and the small quantity extracted during the last weeks from thence, do not recompense us for the expenses of the mine. In the cross-cut of San Francisco, we discovered the dislocating vein, but unfortunately, without fruits. The ends at San José, to the east of the shaft was suspended, on account of the poverty of the vein. Besides the before-mentioned workings, several barretos were employed in inspecting various workings of the mine formerly abandoned. Some ores were raised, but as they were not dispatched from the mine, the quantity will appear in my next report.

**Tiro General.**—There is little to state respecting the workings at Tiro General. In the cross-cut of Santa Rosa to the south, reached a vein during the last week of the month, composed of quartz and pyrites, quarter of a vara in width, which I considered to be the middle vein "Veta del Medio." The two ends to the east and west of Santa Rosa, continue without silver ore or other occurrence.

**Almaden.**—Continue clearing and widening the old shaft, in consequence of the decomposed rock "blondra;" in the last few varas we were obliged to expend much timber. One winch is employed for the extraction of the atle, &c. &c. The expenses of this mine were \$1782.5.

**Sanceda, Feb. 6.**—I am sorry to inform you, that we shall not feel any considerable improvement in the keys of the ores of Veta Grande before March, and that we have some heavy payments to be made in Veta Grande, such as 400 flasks of quicksilver, and 11,000 or 12,000 dollars for tallow. I have, therefore, authorised the treasurer to draw to the amount of 30,000 dollars, half in February, and the other half in March. However unpleasant this circumstance may be, it is now unavoidable, as you will see by the following estimate. The Company's engagements, by April, will be

|   |                  |
|---|------------------|
| Loan to be returned, besides interest                                       | \$25,000         |
| To Mr. Henderson  | 4,000            |
| To Mr. Luna   | 6,000            |
| For Bolanos, to the end of April  | 50,500           |
| Stores for ditto ditto  | 5,000            |
| Mr. Florest, for himself and Messrs. N. N.                                  | 14,000—\$104,500 |
| The assets of the company may be estimated, for the same time, as follows:— |                  |
| Veta Grande profits, say  | \$40,000         |
| Bolanos silver  | 22,000           |
| Debts recovered   | 12,000—\$74,000  |

If our estimate of the profits of Veta Grande holds out good, the \$30,000 which the treasurer is going to draw, will be sufficient to cover the deficiency. I am not inclined to reckon much upon the profits of Veta Grande, because we are not certain they will allow us to work to reserves or pillars in a quiet way, but, if nothing new happens, I hope, by the end of August, our profits in Veta Grande will be sufficient to cover the expenses of Bolanos, and likewise pay back the \$30,000 which we are going to draw for; there is no doubt that we can reckon upon raising good ores, and likewise upon reducing the expenditure, particularly as I am in hopes to stop the greatest part of the drainage in the Tiro General, being very probable, by the middle of the month, we shall know the result of the trials in that part of the mine. Without any view to give you more encouragement than I ought, I feel it my duty to say, that, although the prospects of the company may appear rather gloomy, I do not think that the result of the year, 1837, will be so bad as to require from the company any additional sums above what the mines themselves will produce.

**Feb. 16.**—The accounts from this district will show you the very limited returns we have had in the month of January, and I am afraid that those for the present month will not be better, but in March the profits will be considerably increased. The last accounts I have from Bolanos, inform me that they expect to bring the extraction of ores to 450 cargas a week; but as their quantities vary much, we cannot reckon upon reducing all that quantity; there is no doubt, however, that as we continue discovering the pillars, the produce will increase, and with that view I have settled, before leaving the district, to increase our hacienda power.

**Feb. 18.**—Notwithstanding the bad state of my health, I came up from Bolanos about the beginning of the month, both for the purpose of giving a different turn to our underground workings, and to decide something about the Tiro General. Respecting the first, we have now abandoned all the workings, which do not produce above five marcs per month, and have put all our main strength upon the reserves. Respecting the trials of the Tiro General, I beg now to inform you that we have been driving the ends of San Rosa level, without any improvement, and, by a cross-cut driven south from the same level, we have cut the other two branches, so that we have now seen the three veins or branches which form the Veta Madre; and finding that, at this depth, they are all poor, I have requested two Mexican professional miners to inspect the works and give their opinion, which coinciding with our own, viz., that all further attempts to try the mine at this depth would be attended with great expense and without any good result, we determined to abandon the mine, and, consequently stopped four malacates. A public document will be drawn up of this inspection, so that at any time it may prove the state in which the works were left, and the reasons why the mine was abandoned. The same I intend to do with the Macias, at least as far as regards the planes. The last letters from Bolanos inform me that they are making good progress in the level of San Esperanza, north of San Diego, and that in the last week the ores raised amounted to from 500 to 550 cargas per week. It is true, that the result of the Hacienda Chica, in January, has not been very satisfactory, but this may be attributed, in some measure, to the great mixture of ores raised and beneficiated; and, if I judge from the tortas lately washed, I have every reason to believe that the result of the present month will be more encouraging. Owing to the improvement of those mines, I have arranged, before I left Bolanos, to build eight tahonas more in Cocina, intended for a crushing-mill, with which, for the present, we shall work dry stamps; and as the ores will be reduced to much finer size than by the Mexican molino, and will be sent to the hacienda in that state. I expect that the twenty-two tahonas will be able to grind 25 per cent. more than is generally done by these machines, or from 500 to 550 cargas per week, a quantity which the patio is capable of holding without inconvenience. Should the mine continue improving, we shall have to go on with the hacienda of Cocina, but, previous to that, I am of opinion that we ought to build four furnaces for our lead ores; about this and other constructions the plans will be determined upon and communicated to you on my return to Bolanos.

#### ANGLO-MEXICAN MINING COMPANY.

**Guazunato, Feb. 3.**—It will be observed that the sale at Sirena, on Tuesday last, was a tolerably good one, and left a surplus on the memoria of nearly \$1000. An old working, called Topilete, has been discovered by a buscone; and from this place we hope to obtain some good ore, although there is not much macizo. The cross-cut of San Andres is now very near the lode, and some stones were brought up this morning, having very much the appearance of the class and the ley of ore which the upper working of Padre Eterno has been producing for some time past, so that I hope we may calculate, with some degree of certainty, that the ground between the two workings will be productive. In about four or five weeks the water will be lowered to the workings of Noche Buena, and from thence we propose driving another cross-cut under that of San Andres, in search of the same lode. The water now falls in the Valenciana main-shaft from thirty-two to thirty-three inches weekly.

**Feb. 17.**—Annexed is the usual weekly abstract of the mine agents' report. The sales of the past week have been as follows:

|   |        |
|---|--------|
| 11th inst., Tepeyac.—Sale of buscones ore | \$71 1 |
| Mine share                                | 35 4   |
| 13th " San Lorenzo.—On hacienda account   | 24 4   |
| 14th " Sirena.—By buscones                | 3052 6 |
| Mine share                                | 1526 3 |
| On hacienda account                       | 488 0  |

**Feb. 20.**—San Lorenzo and Asuncion.—In the former mine there is nothing new; in the latter the cross-cut, from the San Nicolas adit, will be resumed to-day, the water having been found, by measurement, on Saturday, to have fallen to a level with the working, so that no further danger is to be apprehended from it.

**Sirena.**—The cross-cut of San Andres has not yet reached the main cuerpo—the mine, generally, looks as well as usual: the memoria of the 11th inst. was \$1341 1 6; and the mine sale of the share of ores was \$2014 3; the sale of to-morrow, corresponding to last week, will, I expect, be equally good. Tepeyac, I am sorry to say, continues without variation or novelty of any kind.

**Valenciana Drainage.**—The fall of water in the week ending 11th inst., was thirty-seven and one-tenth inches, and in the last week ending 18th inst., it was forty-five inches.

**Feb. 24.**—The sale at the Company's mines for the week ending 18th inst., are as follows:—At Tepeyac, by buscones, about thirty-three cargas, \$33 6. Mine share, \$16 7. At Sirena, by buscones, 200 cargas, \$2151 3. Mine share, \$1075 54. At Sirena, by buscones, fifty cargas, \$576.

Yesterday we had the misfortune to break the pin of the crank of the steam engine, which will require three or four days to re-place it; a new casting has been made, but it has yet to be turned and fitted. The cross-cut from the adit of San Nicolas, in Asuncion, which was resumed on Monday last, as advised in my letter of that date, I am sorry to say, has most unexpectedly communicated with some old workings, the extent of which is not yet known; in the meantime we are driving on the adit, with the view of opening other cross-cuts to the lode at stated intervals. In the other mines nothing new.

**March 3.**—Sales of the week were:—At Sirena, by buscones, about 150 cargas, for \$1592 3. Mine share, \$796 15. Hacienda, 55 cargas, for \$672 6. At San Lorenzo, by buscones, 40 cargas, for \$157 4. Mine share, \$78 6.

**Valenciana Drainage.**—The water was lowered during the week forty inches. The steam-engine has been well repaired, and was set to work on Monday morning last; I hope, therefore, the fall of water, during the present week, will be from forty to fifty inches. The sale at Sirena, above advised, fell short of the memoria about twenty dollars: the buscones ore fell off in quantity; this week the buscones are more considerable, and I, therefore, expect a better sale.

#### UNITED MEXICAN MINING ASSOCIATION.

**Guazunato, Feb. 16.**—Mine of Rayas.—It is highly gratifying to me to learn, that the transmitted statement of the outlay and receipts of this mine has met with the approbation of the court, as conveying information which will enable it to form an opinion on its principal source of returns in this country. The subject-matter of this document has hitherto embraced the result of operations under the old contract, which, being now confined to the final reduction of six tortas of ore in Ba rera, are the accounts, &c., corresponding to that contract will be finally closed, I have assumed that the information which this document is intended to convey to the directors, will be more satisfactory and more to the purpose, by relinquishing the old data, and taking up the operations of the mine, from the 29th October last, the date on which the new contract came into effect; a similar distinction between the two periods having been made in the accounts kept in our books, and those to be rendered to the respective owners of the mine. The enclosed statement, therefore, forms the first of a new series, beginning from that period, to be forwarded monthly, and made up to the most recent date possible, previous to the periodical transmission of my dispatches. The present document clearly shows that a handsome return has been made by the mine, during the last three months, over and above its expenditure.

The important workings of La Purisima continue to yield a large portion of very good quality ore, and those of San Cayetano are now gradually looking a little better than was the case some time back, and are also becoming a little more abundant. The total produce of the mine now averages more ore than we require for the two haciendas, Barrera and San Matias (which are exclusively and wholly employed on Rayas account, and require about 900 cargas per week); which surplus, consisting of ordinary tierras, we dispose of at the mine as occasion may offer, finding the bulk of this kind of ore too great to permit any great accumulation of it, either at the mine or the haciendas.

The sales of ore at the mine, on joint account with the searchers, since my letter of the 9th December, have been ten in number, amounting to \$29,482 6, the half of which belongs to the mine.

**Finance.**—Our ways and means seem to be daily improving, which, coupled with the gratifying circumstance of all debts carrying with them a high rate of interest (as well as other debts of extraneous character), having been extinguished, must prove a source of congratulation and gratification to the directors and the proprietors at large, as well as to myself. The accompanying statement of receipts and payments, shows an asset, on the 11th inst., of upwards of \$29,000, besides various sums in the hands of, and in the course of collection by the agents at Mexico and Tampico, of \$21,500, while, on the other hand, the only liability, in this country, is a sum of about \$10,000 for quicksilver, bought in December, and due next month, and about \$12,000 due to the directors, in liquidation of their credits of £3000 and £2000, which have been used by the management.

Statement showing the outlay and receipts in respect of the mine of Rayas, from the 29th October, 1836, to the week ending the 4th February, 1837, and the value of ores on hand:

|   |              |
|---|--------------|
| Amount of memorias of the mine                  | \$97,109 5 1 |
| Total amount of receipts during the same period | 44,262 2 4   |

Surplus of outlay \$52,847 2 5

Value of ores at the haciendas, belonging to the mine.  
Hacienda of San Matias, \$44,077; hacienda of Barrera, 30,990;  
mine of Rayas, 11,305.....\$86,322 0 0

Profit.....\$33,474 5 3

J. N. SHOOLBRED.

#### Report on the state of the Workings of the Mine of Rayas.

**Guazunato, Feb. 16.**—La Purisima. Santa Victoria.—The ores contained in the pit of Espiritu Santo, are found in three bodies, the class rather common, with the exception of some narrow threads of rich quality; and as these are best on the north-west side of the working, a front has been commenced. That to the south-east advanced on good fruits, until it was communicated with the pit of Remedios; this last working is yielding the same class of ores as those of Espiritu Santo, the centre of the pit being the most productive point. The front to the south-east of this pit has reached the working of San Porfirio, in which a body of rich ore is found towards the upper part, with other two below it, of less quality; the lowest body, however, contains some threads of a very fine class. The front to the south-east is advancing on the middle body of the ore for the present, as the loose formation of the lode in this point will not allow of the opening of the working to its proper dimensions. This front is now being driven under the pit of San Rafael (which has been suspended on account of the threatening state of its roof), and will meet a pit that is being opened to the south-east of San Rafael, the intermediate space forming the pillar to receive the roof. In the mean time, the new pit (although not by any means equal to the original) produces a fair quantity of ores of a middling class. The front (Santa Irene), opened some time since, towards the lower part of the pit of San Rafael, continues producing a small quantity of ores, of good quality. The front to the south-east of the roof of Espiritu Santo, has improved considerably since the last report.

**San Hermion.**—The pit and front of this name are at the present moment in a very prosperous state; the body of ore is from two to three varas in breadth, equally good on one side to the other of the working, which are being carried on as ample as the nature of the lode will permit; the best ores are of a very superior class, presenting themselves in large bunches and broad stripes, running completely across the workings, and the middling ores are met with in abundance. A front to the south-east of the pit, and a pit in the front are about to be commenced.

Thirty-seven pair of barmen have been employed in La Purisima by day, and thirty-two by night. It must, however, be observed, that the number required by night is not always completed. The weekly produce of ore in the rough state has averaged 1650 cargas, which, when picked, have yielded 358 cargas of azogues, of about eighteen marcs per month in the patio, besides nearly two marcs in the arrastres, of plata de ley; ninety cargas of tierras de mortero, and 260 cargas of tierras de labor, together of about six marcs per month in the patio, and about one marc per month in the grinding-mills of plata de ley.

**San Cayetano.—Pit of La Luz.**—Continues its usual band of good ore crossing the working, accompanied by common classes on either side.

**Pits of Jesus.**—The three workings of this name continue in rather an impoverished state. In the front to the north-west of the first, a pit has been opened, and both front and pit contain several bunches of ores of a very good class, and the common ores are met with in fair quantities.

**San Feliciano.**—Continues the most productive working in San Cayetano, and a slight improvement has been observed during the last ten days. Twenty-nine pair of barmen have been employed in San Cayetano by day, and twenty-eight by night.

**San Pio.**—This front having advanced sufficiently, a pit (San Judas) has been opened; both workings are producing a considerable quantity of common ore, amongst which, bunches of a rich quality present themselves. The working is rather variable. Ten pair of barmen are employed by day, and as many by night. The weekly produce of ore in the rough state, from San Cayetano, and San Pio, has averaged 1700 cargas, which, when picked, have yielded 162 cargas of azogues, and twenty six cargas of tierras de mortero, together, of about eight marcs per month in the patio, besides more than one marc plata de ley, in the grinding mills.

**San Ygnacio.**—798 varas have been advanced in this cross-cut since the last report. No appearance of ore has been met with, but the lode is close for the workmen.

**San Miguel.**—Very narrow threads of ore are met with occasionally in the cross-cut, but nothing formal has been found. There is no variation in the front to the south-east. In the shaft, another slight repair is being attended to, which is expected to be the last. There have been five sales of ores extracted by the searchers, amounting in all to \$17,790, of which one half, \$8895, belongs to the mine; and ores, of the value of \$1814 have been sold on account of the mine. Ores sent to the hacienda.—San Matias, 1000 cargas; Barrera, 2840 ditto; total 3840 cargas. Ores on hand.—Picked, 1770 cargas; unpicked, 3800 ditto; total 5570 cargas. G. R. GLENNIE.

#### BRAZILIAN MINING COMPANY.

**Cata Branca, Feb. 8.**—I merely address you for the purpose of covering gold report, from 29th ult. to 4th inst., and captain's report for January. You will observe that we still fail to keep our stamps employed. Some alterations, which will facilitate our breaking ground, having been completed to-day, I hope we shall soon get on better. Appearances in the mine continue the same. We commence sinking to-morrow, and I expect, this time, to find hard ground all over the shaft. The amalgam, which appears in the gold report, was merely that found in the receivers on stopping the stamps to new pitch. W. COTESWORTH.

**Feb. 13.**—I have merely to inclose gold return from the 5th to 11th inst. inclusive. Gold Return.—From 29th Jan. to 11th Feb., 1837, 16 lb. 2 oz. 8 dwt. 11 grs. (exclusive of part reserved for amalgamation).

#### Mining Captain's Report for January.

No. 1. Slope south-east of engine-shaft, broken in depth 3 fathoms; in length, 1 fathom 2 feet. No. 2.—Ditto ditto, in depth, 3 fathoms; in length, 1 fathom 4 feet. No. 3.—Slope south-east of engine-shaft, in depth, 2 fathoms 3 feet; in length, 1 fathom 2 feet. No. 4.—Ditto ditto, in depth, 2 fathoms 4 feet; in length, 1 fathom 2 feet. No. 5.—Deep adit, driven 5 feet.

The following is the present appearance of the respective parts:—No. 1.—Previously, the lode in this part, has been of a sandy nature, and subject to many hollows or vugs, but is now of a solid substance, chiefly quartz, of a dun colour, with a small portion of pyrites.

No. 2.—This slope has almost reached the "Olio Major," and continues to look well, with a fair prospect of the lode opening out again in that part.

Nos. 3 and 4.—No alteration has taken place. The lode still keeps its full size, which is upwards of twenty feet in breadth, and occasionally shows gold.

No. 5.—I am happy to say, within this last fortnight, a little improvement has taken place. A small portion of the lode, next the hanging-wall, being of a softer nature than hitherto, has enabled us to move forward a little faster. The lode also has improved in its quality, but does not increase its breadth, which is about two feet. SAMUEL HARPUR.

**Cata Branca, Jan. 14.**—My last was under date the 4th inst., since when, by letter, I yesterday received from Captain Scott, I find nothing new has occurred. Mr. Cax, with Captain Bryant and party, reached this on the 6th inst., and went on the following day for Conceicao, where they arrived on the 10th. The ilheos also had got there. This addition to our force will enable us to make more play. Immediately I have arranged so our measures here, which are absolutely necessary; it is my intention to proceed to Conceicao, from whence I will write fully upon many points, respecting which I conceive you must be anxious to hear. W. COTESWORTH.

#### ST. JOHN DEL REY MINING COMPANY.

**Morro Velho, Feb. 2.**—Mine.—The board will observe by the monthly mine report, that the driving in the eastern and western Bahu levels, has not proceeded as regularly as could be desired; the unusually heavy rains at the beginning of the month did considerable damage to the leets; many hands were unavoidably removed from the mine to repair the same, and to assist in the construction of the aqueduct below the Crimino mine; a reference also to the medical report, will show that a great number of blacks were sick, which tended to diminish the mining force.

**Reduction Department.**—By the stamps diary, the board will observe that the stamps have been regularly supplied with ore throughout the month. The arrastre was completed on the 19th, and has since been at work, to fill the crevices between the stones, to prevent the mercury escaping. The new five-head stamp is also finished, excepting a few small jobs; on the 28th she commenced stamping her bed, and to-day on ore.

**Assays.**—The laboratory journal shows that the average value of the mineral stamped last month was eight octavas per ton; this, although better than the preceding month, falls far below that of November month. This is accounted for by the ore coming entirely from the western or Quebra Panella stopes.

**Feb. 12.**—Mine.—The sinking Warre's shaft has not progressed so fast as we anticipated. The last few days the ground has changed, and become harder, and a floor of slate-clay was met, which requires occasionally blasting; this cannot last long, as immediately under this spot, and about three fathoms deeper, we have driven in fair ground. The Bahu western stopes will, in the course of a few days, be brought into regular stopping succession with the eastern stopes, when it will be necessary to commence sinking the sump-shaft, and arrangements will accordingly be made for this purpose. A spot has been fixed on for the new whim-round, and to-morrow a party of men will commence levelling the ground.

**Leets.**—The Palmital aqueduct, which carries the water off the great leet over a deep valley, broke down on the 6th; it had for a considerable time been in a dilapidated state, and it was found necessary to rebuild it; this was completed yesterday, and the water turned its old course. To allow as little stoppage as possible to the stamps, I had the bananal or lower leet cleaned; she, although it did not afford a plentiful supply of water, still prevented their entire stoppage.

**Reduction Department.**—The stamps, including the new five-heads, have all been regularly supplied with ore: these last few days, owing to the accident at the aqueduct, they have not done so much duty as usual. The arrastre has been working regularly. Mr. Leay does not consider the bed in a fit state for introducing the mercury; he has been grinding refuse stamp sand, which after sufficient communication, he proposes passing over skins in a similar manner to our straking process, and a set of strakes have been laid down in the arrastre house.

**Produce.**—This has declined since the 2nd inst., the immediate cause is, the stopes from whence the ore is broken, have now reached the western extremity of the Bahu west level, where from experience, the stone has been found not to be so productive. These last few days the diminished supply of water has been another cause. J. R. A. CRICKITT.

#### CANDONGA MINING COMPANY.

**Feb. 1.**—I beg to hand you the following report for the last month:—**Deep Adit.**—The same number of men have been employed here as formerly, since the first week of the month (during which week they were at work on the road). The ground has at times been softer and more troublesome, but is now more settled; seven fathoms one foot have been driven in the month; a piece of ground has been cut for the air-machine, which has accordingly been placed here with air-pipes, &c.

**Shallow Adit.**—The late heavy rain, which I mentioned in my last report, has found its way down to this level and caused the ground to crumble away in several places, thereby rendering it necessary to timber the greater part, immediately commencing with the worst places. After working in this manner a few days, indications of weakness appeared near the mouth, and it became requisite to go back there and make good; as we advanced, consequently, some of the loose portions which we were obliged to leave in the interior of the level, became very bad before we could arrive to secure them; we have, however, succeeded in completing from the mouth onwards, to five fathoms beyond the first shaft, and in a few days we may expect to have it secured as far as the end reported in last month.

**Bants Winze.**—In this winze (which was mentioned in the last monthly report, as being sunk on Northey's cross-course) we have arrived down to the level of the shallow adit. It is now our intention to commence driving in order to cut the branch.

**Mina de Pedra Bottoms.**—The workings here have been carried on by the usual number of men; the bottoms so called have not been sunk any deeper during this month, our chief operations have been confined to working away the ground in a western direction, from the present level of these bottoms, as high as the twenty-seven fathom level, and we continue to find gold in these stopes. JOHN DALLEY.

**Feb. 3.**—A detailed account of our mining operations is contained in the above report. I am not aware that it demands any particular observation from me. You will see that our adits do not advance so rapidly as we could wish; you will also have before you the reasons why. As to the bottoms, the not sinking may be regarded as favourable rather than otherwise. Our veronica (little summer) has set in, and I believe that the very heavy rains, which have annoyed us very considerably, are no longer to be dreaded. The gold report accompanies this, and I trust that it may prove satisfactory to yourselves and to the shareholders. So soon as proper arrangements can be adopted, I contemplate the pleasure which you will derive from a remittance of Candonga produce. A. F. GOODRIDGE, M.D.

**Gold Report.**—Total up to 2nd January, 177 lbs. 7 ozs. 11 dwts. 22 grs.; to 2nd February, 203 lbs. 9 ozs. 12 dwts. 4 grs. A. F. GOODRIDGE, M.D. E. W. J. LOIT.

**BIRMINGHAM, BRISTOL, AND THAMES JUNCTION RAILWAY.**—The works of this railway are advancing with steadiness, and the embankment across Wormholt Scrubbs is rapidly proceeding. We are glad to find that both the Great Western and the Birmingham Railway companies are co-operating with this company in the formation of their line.—*Railway Magazine.*





**BRIGHTON RAILWAY.**—The DIRECTORS of the "DIRECT BRIGHTON" and SOUTH-EASTERN RAILWAY COMPANIES have to inform their respective Shareholders that a UNION has been arranged BETWEEN these COMPANIES, on terms of absolute equalization of interests, and which they have no doubt will meet the approval of all parties interested.

JOHN SHEWELL, Chairmen of the two  
JOHN HARMAN, } Boards.

12, Great George-street.—May 5th, 1837.

#### MEETINGS OF SCIENTIFIC BODIES IN THE ENSUING WEEK.

| SOCIETY.                 | PLACE OF MEETING.    | DAY.      | HOOR.  |
|--------------------------|----------------------|-----------|--------|
| Royal Geographical       | 21, Regent-street    | Monday    | 9 P.M. |
| Royal Medical and Chir.  | 53, Berners-street   | Tuesday   | 8 P.M. |
| Civil Engineers          | 1, Cannon-row        | Tuesday   | 8 P.M. |
| Society of Arts          | Adelphi              | Wednesday | 7 P.M. |
| Zoological               | 28, Leicester-square | Thursday  | 8 P.M. |
| R. Society of Literature | St. Martin's-place   | Thursday  | 4 P.M. |
| Royal                    | Somerset House       | Thursday  | 8 P.M. |
| Antiquaries              | Somerset House       | Thursday  | 8 P.M. |
| Royal Astronomical       | Somerset House       | Friday    | 8 P.M. |
| Royal Institution        | 10, Coleman-street   | Friday    | 8 P.M. |
| Royal Asiatic            | 14, Grafton-street   | Saturday  | 2 P.M. |

#### SOCIETY OF ARTS.—MEETINGS OF COMMITTEES.

MONDAY—Agriculture at half-past seven, on Mr. D. Vallance's double churn—Admiral Manley on protecting turnips from the fly, and other matters—after which Correspondence and Papers, on the volume of Transactions.

TUESDAY—The Illustration at Eight precisely, on the art of embossing paper, calico, &c., by J. Hemming, Esq.

WEDNESDAY—Meeting of the Society at half-past seven.

#### PUBLIC COMPANIES.

##### MEETINGS.

|                                     |                     |       |    |
|-------------------------------------|---------------------|-------|----|
| Pollbreen Mining Company            | London Tavern       | May 9 | 11 |
| Treburget Mining Company            | 6, Austin-friars    | 9     | 11 |
| Polebro Mining Company              | 6, Austin-friars    | 9     | 12 |
| West Cornwall Mines Investment Co.  | George and Vulture  | 10    | 1  |
| Mexican and South American Mfg. Co. | 9, New Broad-street | 10    | 1  |
| Bolivar Mining Company              | 9, Austin-friars    | 13    | 1  |
| East Wheel Gilbert Mining Company   | Blissland           | 15    | 12 |
| New Granada Mining Company          | 1, Freeman's-court  | 17    | 0  |
| South Eastern Railway               | 10, Coleman-street  | 18    | 1  |
| South Polgooth Mining Company       | 12, Pancras-lane    | 29    | 3  |

##### CALLS.

|                               |     |        |   |
|-------------------------------|-----|--------|---|
| London & Southampton Railway  | 51  | May 11 | Wright and Co., London; Hampshire Banking Co., Southampton. |
| Combmartin and North Devon    | 12  | 15     | W. of Engl. Bank, Barnstaple                                |
| Perran Consolidated M. Co.    | 108 | 16     | Vere, Sapte, Banbury, & Co.                                 |
| Boringdon Park Mining Company | 108 | 26     | Williams, Deacon, and Co.                                   |
| Great Western Railway         | 81  | 29     | Harford and Co., Bristol; Bank of Liverpool.                |
| West Wheel Jewel Mining Co.   | 108 | June 1 | 23, Threadneedle-street, Western Dist. Bank, Truro.         |

#### NOTICES TO CORRESPONDENTS.

We have received the "Observations on Mineral Veins," by Mr. R. W. Fox, and feel obliged by that gentleman's attention in transmitting this interesting work. The press of mining correspondence has compelled us to defer several communications, which would otherwise have appeared in our Journal of this week. These, however, will meet with early attention.

We are compelled to defer the communication of "Veritas," owing to the press of mining correspondence in our columns of to-day. The letter is in type, and will appear next week.

"Alpha's" letter has been received, but must be deferred till next week, for the reasons stated above.

We shall shortly lay before our readers some further information on the economy of using "a mixture of sawdust and gunpowder" in blasting. In the meantime we shall be glad to receive further communication on the subject from our practical mining friends, more especially as regards experiments with different proportions of these substances, and the effects resulting under different circumstances of ventilation. Experiments in quarries and open cutting are also very desirable, as in this case the benefit would, probably, be unattended by any disadvantage.

TICKETING PAPER.—Not arrived this morning.

## THE MINING JOURNAL, And Commercial Gazette.

LONDON, MAY 6, 1837.

Improvement in a manufacture of such immense national importance, as that of iron is well-known to be in this country, is a subject highly deserving of attention, and more especially at a period like the present, when the iron trade, in common with almost every other branch of manufacture and commerce, is suffering under a depression severe in its nature, and almost universal in its effects.

The quantity of iron made in this country, during the year 1836, has been estimated at the enormous quantity of a million tons; the average price of pig-iron, for the year, being about 71. per ton, and that of bar-iron, about 117. per ton. The make of this year, doubtless, far exceeded that of ordinary years, in consequence of the extraordinary impetus given to the iron trade, owing to railway speculations, and other causes; but if we consider the average quantity to be only eight hundred thousand tons per annum, which will probably not be far from the truth, the vast amount of wealth thus created by the iron trade alone, must be well calculated to excite surprise and admiration.

Of this large production, we may consider about one hundred and fifty thousand tons to be annually exported to foreign countries, chiefly in a wrought or manufactured state; a large proportion, within the last year or two, being in the form of rails, castings, &c., for the construction of railways. One of our principal exports of iron, during the last year, was to the United States, to be employed in the great projected lines of railway in that country; and a considerable quantity of rails and castings were imported into Russia from England, to be employed in forming the first line of railway which has yet been executed in that country.

The removal of local obstacles to the carrying on of a manufacture of such immense importance, must be regarded as an object of great interest; while any improvement in the manufacture itself, must be considered in the light of a national benefit. We have reason to believe that objects thus important, have lately been effected by the successful application of the carbonaceous variety of coal, termed "anthracite," to the smelting of iron—an experiment which has, for some time past, occupied the attention of Mr. CRANE, of the Ynisedwyn iron works, near Swansea, and of which some notice has lately appeared in our columns.

The great coal-field of South Wales is well-known to be one of the most extensive coal districts in Great Britain, and one in which the deposits of this valuable mineral are comparatively little worked; while the rich strata of iron ore, associated with the coal, have rendered it one of the principal seats of our iron manufacture. These great local advantages are, however, in great measure, confined to the eastern extremity of this coal-field, where the bituminous coal prevails, while a large portion, and more especially towards the western extremity, contains only "stone coal," or "anthracite," which will not bear coking, and is, therefore, inapplicable to the manufacture of iron. Thus, all the great iron works are situated in the vicinity of Pontypool and Merthyr Tydvil, while

none exist further west. To remove this obstacle to manufacturing industry, both in a large part of South Wales, and other districts similarly situated, has been the object of Mr. CRANE's experiments; and in this, from the information we have received, he has completely succeeded, chiefly by the use of the "hot-blast"—the most important modern auxiliary which the art of metallurgy has received.

Independently of the local advantages thus obtained, there is, we understand, a positive benefit derived from the use of this new fuel, as the iron thus made resembles in its qualities the charcoal iron of the continent, which in some respects is of much finer quality than that manufactured in this country, where coke is always used. The great similarity in the chemical composition of anthracite and vegetable charcoal, renders such a result highly probable; and should this be the case, we must congratulate the inventor on having discovered a substitute for a species of fuel which our country is unable to furnish in sufficient abundance for the manufacture of certain qualities of iron.

We are not yet in possession of the details of the improvements alluded to, which, however, we hope shortly to be enabled to lay more fully before our readers—but the subject is of so much interest, as connected with one of our most important manufactures, that we have thus briefly adverted to it without waiting to receive further information. The increasing competition of foreign countries is a circumstance to which we have often alluded, and we, therefore, hail with pleasure every improvement which, like the present, promises to render more available the vast mineral wealth with which Great Britain has been so liberally gifted by Nature, and which requires so great an amount not only of actual labour, but of energy and talent, for its continued and beneficial extraction.

We would direct the attention of such of our readers as are interested in the Tin Trade, to a short, but very important communication, which appears in our columns of to-day, relative to that ancient and important branch of mining industry. The communication alluded to is from our valued correspondent, Mr. W. J. HENWOOD; and shows that a rapid decline is taking place in the produce of the Cornish tin mines, so rapid, indeed, that should it long continue, it will reduce our supply of tin to the quantity actually required for home consumption, and thus, in the words of our correspondent, "render us independent of the price of Banca tin, and of its introduction."

We were previously acquainted with the decline in the quantity of tin produced in this country, but were not aware, before reading Mr. HENWOOD's statement, that the decrease was so considerable as is there pointed out. The present diminution of our produce of this metal, the late serious decline of the price, and the high price which labour (the chief cost of its production) still bears, are circumstances which demand the immediate attention of all who are interested in our tin mines; and respecting which, we shall be glad to receive further communications from our correspondents.

#### THE FUNDS.

##### CITY, SATURDAY MORNING.

During the week, the business in the English and Foreign market has been limited. A slight improvement yesterday took place in Consols, which closed at the improved quotation of 90½; money and time. The Three-and-a-Half per Cent. Reduced Annuitants are 97½, and the New Three-and-a-Half per Cents. are 98½. Bank Stock, 204. The premium upon Exchequer Bills rules from 30 to 32, and India Bonds, 29 to 31.

Yesterday, in the Foreign house, Portuguese New Bonds advanced to 48, and the Three-per-Cents. to 30½. Spanish Bonds, 22½ ex coupons; Passive Bonds, 5½; Deferred 8½. Brazilian Bonds, 84½. Mexican, 24. Danish Bonds are 72½. Dutch Stock, 53½; and the Fives, 100½. The Share Market is heavy, and almost deserted. The Birmingham Railway shares have declined to 34 pm; Great Western also to 1½ pm; Rennie's Brighton are 1½ dis.; North Midland, 1 dis; London and Greenwich, ½ dis.

##### LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Consols for Account, 90½; Exchequer Bills, 30 32; East India Bonds, 30 32; Dutch Five per Cents., 100½; Ditto Two-and-a-Half per Cents., 53½; Portuguese Five per Cents., 47½ 8; Ditto Three per Cents., 30½. Railways: Stephenson's Brighton, 4½ dis.; Great Western, 1½ 2½ pm; London and Birmingham, 33 5 pm; Southampton, 21 20 dis.

LONDON, MAY 5.—The copper and tin markets are rather firmer. In lead, large transactions have again taken place; in Liverpool, the London dealers being the principal buyers—the prices in London, continuing much the same. Spelter is again down, and is acted upon principally by speculative time bargains. On the spot, it has been sold 2½. higher than for arrival.

MANCHESTER.—We are happy to state that, during the present week, there has been a manifest improvement in the Manchester market. The demand both for goods and yarns has increased, and, in some descriptions of cloth, considerable business has been done. The advance of the raw material, in consequence of the recent advices from New York, has naturally strengthened the opinion that the prices of goods and yarns would not be lower; and to the prevalence of this opinion, the improvement we have noticed, is, no doubt, in a great measure to be attributed.

LONDON AND GREENWICH RAILWAY.—Number of passengers:—April 27, 2900; 28, 3382; 29, 2155; 30, 6685. May 1, 5041; 2, 4554; 3, 4081.—Total, 28,718.

EXCHEQUER BILLS.—In the House of Commons, on Thursday evening, the following account was ordered:—"Exchequer Bills outstanding on the 5th January, 1836, the amounts subsequently issued and cancelled, and the amount outstanding on the 22d April, 1837; together with the amount of Supply Services unissued on the 5th January, 1837; and the Ways and Means in the Exchequer, or to be raised for defraying the same."

KENT RAILWAY COMPANY.—On Thursday, Mr. Knight obtained an injunction in the Vice-Chancellor's Court, restraining the directors from parting with any of the funds of the company, and also from taking further proceedings as managers and directors of the company, or from entering into any contracts in the name of the company, whereby the shareholders might become subject to any liability.

CHARLTON KINGS AND MARSWORTH RAILWAY BILL.—Mr. Praed reported from the committee on the Charlton Kings and Marsworth (Cheltenham, Oxford, &c.) Railway Bill, and to whom several petitions against the said bill were referred, "that they had sat from time to time and examined evidence in support of the allegations of the bill; that before the completion of the case in support of the bill, the promoters thereof stated to the committee their desire to withdraw it. That the evidence adduced up to the period of the withdrawal of the bill, was not sufficient to prove the allegations thereof, nor to enable the committee to inform the House with respect to the various matters required by the standing orders to be inquired into."

VIENNA.—It is reported that an Academy of Sciences is about to be created at Vienna, according to the plan of the Emperor Joseph, and under the auspices of Prince Metternich.

#### ORIGINAL CORRESPONDENCE.

##### THE TIN TRADE.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—On examining the accounts of tin coined, I have been very much surprised at the diminution in quantity which has lately taken place. In the coinage of Christmas, 1836-7, it was 4126  
Ditto Lady-day, 1837 5623

The ores reserved from Wheal Kitty, Carn Brea, Unity Wood, &c., may be estimated at about 1251

For the two quarters, say 11,000 blocks  
The produce of the corresponding coinages, one year before, was—  
Christmas, 1835-6 6545  
Lady-day, 1836 5895

The two coinages immediately preceding, gave—  
Midsummer 6810  
Michaelmas 6340

Thus, comparing the two last coinages with the corresponding ones of last year, there is a deficiency of above fourteen hundred blocks; while, if the comparison be made with the half-year immediately preceding, there is a deficiency of above two thousand blocks.

It has been estimated that about three-fifths of the cost of bringing tin to market is in labour alone; and as wages are now as high as when tin was 130s. per cwt., and perhaps nearly 30 per cent. higher than in 1832 (when tin was about 75s. per cwt.), it is obvious that the tin mines are now much worse off than when tin was at the last-named price; and, as a consequence, not more than five or six tin mines in Cornwall are giving a profit to the adventurers.

In 1835-6, the home-consumption was about 3500 blocks per quarter; and the rapid diminution, if continuing, will soon reduce the produce of the Cornish tin mines to that amount, and by thus confining our supply to the home-market, render us independent of the price of Banca tin, and of its introduction.

I am, Sir, your most obedient servant,  
Perran Wharf, near Truro, April 28. W. J. HENWOOD.

#### PROCEEDINGS OF PUBLIC COMPANIES.

##### LONDON AND BIRMINGHAM RAILWAY COMPANY.

On Saturday last a meeting of the proprietors of this company was held at the City of London Tavern, Bishopsgate-street.

G. CARR GLYN, Esq., in the chair.

The advertisement convening the meeting having been read, the CHAIRMAN rose and said, it is not my intention to trouble you with many observations, this meeting is convened to give effect to a resolution passed at the last meeting, which is, to increase the capital of the company. It is necessary to comply with the standing orders of the House of Lords, which requires your approval of the Bill now before that House. You are all acquainted with the great decrease in the price of railway shares—they have fallen from a point at which they should not have been raised—that fall has not arisen from anything that has occurred in this company, but from the state of the money market here, and in all parts of the kingdom, for railway property is in an improving condition, and all those which are working are in a state of high prosperity. I may also state, there is a decided appearance on the part of Parliament to discourage all those lines which may interfere with vested rights; that line which for the last six months has threatened to interfere with the London and Birmingham has been thrown out by Parliament. I have now to inform you the works of this company are proceeding with the greatest possible rapidity, and before the close of this year the line will be completed from London to Stoney Stratford at one end, and from Birmingham to Rugby at the other, and will afford the means of conveying passengers and goods; we are also in communication with the general post-office, for the conveyance of letters. I do not know that there are any other matters to be brought before you. Let it not be thought there is any desire on the part of the directors to raise by artificial means the price of the shares, but they do think, that it is not fair for the proprietors to lose the interest in this property by a depreciation caused by false alarm. They see no reason to think the returns which are to be made by the traffic will be decreased, but they have every possible reason for believing—indeed, that amounts to a certainty—that when fully in play the returns will exceed the original estimate of profit, and that the shareholders will reap an ample return for their investment. It is not right for me to enter into figures, but I think we shall have 157, or 161, per cent. return. We feel we should not fulfil the duty we owe to you, if we did not make this statement, that no advantage should be taken—that you should not lose any part of your property, which might be the case if we withheld any information that might keep up the value of these shares. It is now for me to state, if any of you have any observation to make we shall be most happy to reply to it, and afford every satisfactory information to the proprietors.

The SECRETARY then read the clauses of the Bill; the first was to raise the sum of one million, as an increase to the capital, by bonds, and should they be hereafter paid off, the power is still reserved to them to borrow the same sum, if required, without going again to Parliament. Interest upon loans and mortgage to be paid before any dividend. All new shares issued to be considered part of the capital. General meetings to be held at such periods as shall be appointed by the directors, &c. The number of the directors not to exceed twenty-four, or to be less than twelve. Provisions of the former Act to be repealed as to the appointment of committees. Power given to appoint committees, which shall not consist of less than five directors, who shall have power to enter into contracts and agreements, on the part of the company, which shall be signed by not less than three directors, &c. &c.

The CHAIRMAN said, if any honourable proprietor has no observation to make, I will put the resolution; which was accordingly done, and unanimously carried. I will now inform the meeting, that this Act is in the House of Lords, and is passing without an objection from any quarter. This is all the business of the meeting, but it was due to you to call it.

A SHAREHOLDER asked if the money was to be raised by loan, or by the issue of new shares?

The CHAIRMAN said, by the means most agreeable to the directors. I have to state the reason of the absence of many of my colleagues is, they are superintending the works, which are in rapid progress.

Mr. J. MARTIN asked how the money is to be raised? and if the directors have the power to raise it, without calling a meeting of the proprietors?

The CHAIRMAN said, the Act of the directors must eventually be brought before a general meeting of the proprietors; but it is in the power of the proprietors, before the money is borrowed, to call a general meeting.

A vote of thanks having been passed to the chairman, the meeting adjourned.

##### SOUTH POLGOOTH MINING COMPANY.

The annual general meeting of the shareholders of the above company was held at the mining offices, 12, Pancras-lane, on Saturday, 29th inst.—WALKER, Esq., in the chair.

The CHAIRMAN opened the business of the day, by stating that the deed having been withdrawn, for the purpose of revision, the present meeting was convened under the regulations of the scrip.

The advertisement convening the meeting having been read, the SECRETARY proceeded to read the report, which stated, that the mine had been recently inspected by their mining agent, who had given a satisfactory report of its state, considering it to be a fair and promising investment. As a proof that the mine is highly estimated in Cornwall, the report alluded to the fact, that upwards of 2000 shares were held by gentlemen residing in the neighbourhood of the mine. It further stated that there had been a great number of applications for shares, but that notwithstanding the number applied for, the number actually taken up and paid on fell far short of what the directors could have wished; this was the more unexpected, as the directors had been at infinite labour to appropriate the shares to persons who they considered would interest



themselves in carrying on the concern. Having required funds, they had according to the power vested in them, made three calls, upon which some shares had been in default, which had been duly forfeited. The directors had also re-purchased 365 shares, as stock, which measure had proved very beneficial, causing the taking up of about 1000 additional shares. The recent erection of the engine was the cause of the mine not being further wrought than it was, the engine having been put up in only January last; there was every reason now to expect the most favourable results, but the directors wanting funds to prosecute the works, would submit a resolution, to call in the remainder of the capital.

Reports from the mining captain were submitted, which gave the most encouraging hopes as to the result of their labours.

A SHAREHOLDER then objected to the clause in the report relating to the call for additional capital, thinking that whilst the deed was suspended no such measure should be adopted, and advised that it should be exchanged, before the report was received. This proposition having been agreed to by the meeting, the report was received and adopted.

The accounts were then submitted, from which it appeared there was a balance in the hands of the bankers of 315*l*. 17*s*. 5*d*. The re-purchase of the 365 shares by the directors, caused a long and desultory conversation; it appeared to be the opinion of some of the shareholders, that the directors were to blame in so doing; but on the other hand it was urged, that it had been productive of much good, inducing persons to subscribe to the amount of 1000 shares additional.

The CHAIRMAN observed, that the 315*l*. 17*s*. 5*d*., as mentioned in the accounts to be the balance, was partly in securities from various parties, who being willing to pay their calls, but not being able to do so directly, had lodged those securities with the directors; upon which some shareholders demanded the names of such parties, which, however, the chairman refused to give; and after some further conversation the subject was dropped.

Mr. WINDAS then moved that two auditors be appointed to investigate the accounts, and report thereon at a special meeting.

The CHAIRMAN here observed, that as the directors would call a meeting, in order to have the deed submitted, it would be well to take up the subject at the same time.—The motion being put, was carried unanimously.

A SHAREHOLDER said, he hoped the deed would be submitted to the proprietors, as he had heard that the former deed contained clauses that were not consistent with their interests, providing that the salary of the directors should be increased proportionally with the increase of the produce of the mine. He thought it necessary that the shareholders should know what laws they subscribed to, and were to be regulated by.

The CHAIRMAN said, the directors were not authorised to lay the deed before the proprietors; that it was drawn up by the advice of counsel, and was completed by counsel. Some conversation then ensued, in which it was asked whether it would not be advisable to have the mine inspected by some disinterested person, who might give an account of the prospects of the company, stating how far it would be prudent to prosecute the works, and give his opinion generally, but this was overruled by the meeting, who agreed that the mine itself was undoubtedly a good speculation, but made some objection to the large expenditure in London, and the directors salaries, considering these to press heavily upon the mine.

The CHAIRMAN said, that every economy had been used; and that with respect to the salaries, he knew what his services were worth, and that the risk and labour attached to the office of director was not compensated by the contemptible sum of 100*l*.

Towards the close of the meeting, a SHAREHOLDER protested against the directors being allowed to draw up and enforce a deed without the shareholders being permitted to see what was contained in it; adding, that if the directors insisted upon so doing, he would move for the dissolution of the company.

At the close of the meeting, upon the suggestion of the chairman, a vote of thanks was given to Mr. Burrows and Captain Evans.

The chairman having vacated the chair, a vote of thanks was passed unanimously.

#### ST. JOHN DEL REY MINING COMPANY.

The annual general meeting of the shareholders of this company was held at the offices, on Monday, the 1st inst.

J. D. POWLES, Esq., in the chair.

The advertisement convening the meeting having been read, the report of a committee, appointed at the last meeting, to examine into the state of the company's affairs, was submitted, which stated, that the committee being desirous of ascertaining the amount of expenditure and produce of the establishment of this company, as compared with that when under the former owners, they had, upon examination, found that the expenditure was greatly above what it had been, and that the produce was considerably lessened in every item. The cause of the increase of expenditure they accounted for by the number of experiments, which had been very expensive, and the great enlargement of the mine in its separate underground as well as surface works, which, together with the expense at home, caused by the keeping a board of seven paid directors, so swelled the amount, that, in their opinion, it was impossible that the company could ever produce a profit, unless the expense, both at home and abroad, was curtailed as far as possible. They had held a conference with the directors, respecting the resignation of their salaries, as one step to the desired end, to which they had agreed for one year, provided that the net income of the company could not pay it.

The CHAIRMAN then rose and said, that it must be borne in mind, that the mine was formerly worked by an individual, and not a company, several expenses, therefore, attendant on the company would not be applicable to its former state. The works of the mine had been wholly neglected by the former owners, they having attended only to the extraction of ore; they had, therefore, all these expenses attendant on them, which were necessary to bring the mine up to a good workable state, which they had effected; as also to erect various surface works. Extracts from Mr. Hurry's letters were read, which proved that it was absolutely necessary to work the mine as they had done. He hoped, he said, that having given up their salaries, under the circumstances before named, would promote a good feeling between the proprietors and directors.

Mr. RUSH then moved, that the report of the committee be received and printed, which caused a long discussion, the directors maintaining that it would injure the company, but was finally carried.

Thanks having been voted to the chairman, the meeting adjourned.

#### MEXICAN MINING COMPANY.

The annual general meeting of the shareholders of this company, was held at the offices, Great Winchester-street, on Thursday, the 4th inst.

WILLIAM BURNBY, Esq., in the chair.

The advertisement convening the meeting having been read, the CHAIRMAN said, that not having received the report of their agent abroad, in consequence of his late arrival at the mines, it was almost unnecessary to call the meeting together, but that the constitution of the company enforced it; they had, therefore, only to submit a short report, and the accounts.

The report being read, it appeared the directors had heard from the agent, who had arrived at the mines, and found that his former suggestions had been carried into effect, both as regarded the reduction of expense, the new officers, and men. It mentioned also, that there was a vacancy in the office of direction. From the accounts submitted, it appeared that 364*l*. was the balance at the bankers, which, together with the funded property, amounted to about 8000*l*.

The report and accounts will be given in our next.

Upon a SHAREHOLDER inquiring if a resolution, passed at a former meeting, determining the forfeiture of such shares as were not paid upon within fourteen days from the day appointed for the payment of the call, had been carried into effect?

The CHAIRMAN said, the subject was to be submitted to the meeting; and he would now inquire whether the shareholders approved of a further extension of time being given. After a little conversation on the subject, it was

Resolved,—That fourteen days be allowed to those shareholders who had not paid up the last call, and if then in default, to be absolutely forfeited.

Resolved,—That the report and accounts be received and adopted.

The CHAIRMAN then observed, that as it seemed to be the wish of some of the proprietors that the time for the payment of the ensuing call should be postponed, he would put it to the meeting whether or not it should be so, adding, it was the opinion of the directors, that it might be done with

safety, as they had sufficient resources at the mines till the period suggested.

It was agreed the call should be postponed till the middle of August; and, thanks having been voted to the chairman and directors, the meeting adjourned.

#### NEWCASTLE AND CARLISLE RAILWAY.

The annual general meeting of this company was held in this town, and was most numerously attended, showing the increased interest taken in the concern. A very favourable report was read from the managing committee. They stated that the works were in excellent order, and had stood the wear and tear remarkably well. The engines they also stated to be in good working condition, although those in use at the east end had been constantly at work for two years. The revenue was increasing, and every thing tended to hold out the most flattering signs of prosperity. It was also resolved to prosecute that portion of the road which yet remains unfinished with the utmost possible dispatch, and an agreement has been entered into with the contractors to have the work finished by January next. It was also resolved to construct a bridge across the Tyne at the most convenient point below Blaydon, to carry the railway to Westgate-street, and thus obviate the objection of the present termination. The present termination at Gateshead will remain for heavy goods, and to join the Brandling Railway to South Shields and Sunderland; whilst that which it has now been resolved to form will be used for passengers—thus carrying them into the high part of the town. The *Carlisle Journal* says, "When the work is finished, no doubt is entertained that the passenger-trains will accomplish the journey from Carlisle to Newcastle in two hours and a half, and as a proof that it is not an over- sanguine view of the matter, we may mention that the directors who attended the meeting from this city were conveyed in the midst of a snow-storm, by the Eden locomotive engine from the London-road station in fifty minutes, and from Haydon Bridge to Gateshead, by the Tyne locomotive, in an hour, thus accomplishing forty-eight miles in one hour and fifty minutes. The two engines we have named were recently built for passenger-trains, and answer their purpose admirably."—*Tyne Mercury*.

#### MINING CORRESPONDENCE.

##### ENGLISH MINES.

###### ROCKE ROCK MINING COMPANY.

May 1.—The stopes in the back of the sixty fathom level are hard, but tiny—the ends are the same as last reported. At the fifty, the lodes are of the usual size, and continue to produce tin stuff. The forty, especially west, is better than last report; the end, notwithstanding, is hard. At the thirty, the tributaries are getting wages, and the twenty-one continues in favourable and tiny ground. The engineer expects to work the steam-whim on Friday next: the carpenters require some additional time to remove the old whim, and to clear the line to put the new machine to work.

S. ROBINS.

###### REDRUTH UNITED MINING COMPANY.

May 1.—The lode in the forty-four fathom level, east of the engine-shaft, is five feet wide, yielding both tin and copper ores. The lode in the said level, west of the engine-shaft, is four feet wide—poor at present. The lode in the thirty-two fathom level, east of Gooding's shaft, is about three feet wide, yielding tin ores. The lode in the twenty fathom level, west of Cock's shaft, is about four feet wide, producing tin and copper ores. The twenty-two fathom level, east of Gooding's shaft, for the last fifteen fathoms we have been driving on the north or copper part. We set, last Friday, to cross-cut through the south or tin part of the lode. The winze in the bottom of the said level, is down to the back of the thirty-two fathom level. We have suspended it until the latter level is brought forth to the said winze. At Buckets.—The lode in the thirty-two fathom level, west of Buller's shaft, is much improved since my last; it is two feet and a half wide, and of a promising nature, with stones of copper ore in it. The branch in the said level, west of the cross-cut, is about six inches wide, composed of spar, munda, and copper ores. The lode in the twenty fathom level, west of Buller's shaft, is about three feet wide, not rich. The lode in the twelve fathom level, west of the aforesaid shaft, is about two feet wide, composed of spar, munda, and a small quantity of copper ores. At Clifham.—I see no alteration in the rise on the tin lode. We have stopped it for the present, and have put the men to rise on the copper lode, south of the shaft. We have sampled to day 2051 sacks of tin stuff.

R. GOLDSWORTHY.

###### BRITISH TIN MINING COMPANY.

May 1.—Great Wheal Venture Mine. Twelve Fathom Level.—Fagan's lode, in west end, is from nine to twelve inches wide, producing some good work: this end is improved since my last. Twenty-two Fathom Level.—We have discovered, on driving east, on south part of middle lode, a caunter lode, about eighteen inches big, carrying a leader from one to two inches big; very good work, and the remainder part tiny. We shall follow the water in this, as it indicates another lode is before us. Fagan's lode, in east end, on the caunter, is from five to six feet big, producing tin stuff.

J. BRAY.

###### NORTH CONSOLS MINING COMPANY.

April 29.—We have commenced driving the bottom level, east from the cross-course, and have not driven enough to make any alteration from our last report. The lode in the sixteen fathom level west, is about two feet wide, chiefly composed of spar, munda, and stones of yellow ore, and not of an unpromising appearance. The lode in the twenty-four fathom level east is very large, composed of spar, munda, and stones of yellow ore. We have this week commenced driving the eight fathom level, east from the winze, on the new lode; here we have driven about sixteen feet, and find the lode to be of a good size, producing small bunches of black ore. We shall sample some from here on Tuesday next, when we shall send you the computed quantity of ore sampled on that day.

T. TIPPETT. J. MIDDLETON.

###### WHEAL BROTHERS MINING COMPANY.

May 1.—We beg to inform you the lode in the adit is about eighteen inches big, kindly, but not rich. The lode in the thirty fathom level east continues without any material alteration in appearance. The lode in the thirty fathom level west continues large, and composed of carbonate of iron, lead, &c.; altogether a very kindly lode. The water is now about three fathoms above the forty fathom level. We have just received a letter from Captain Bray, to say the engine is shipped on board the *Sophia*, and expected to leave Truro, for Colthele, to-day, and we have no doubt but the engine-house will be ready in time to receive the castings.

G. BENNETTS.

###### EAST CORNWALL MINING ASSOCIATION.

Bryn Tye, May 1.—The twenty-fathom level is suspended, as I before intimated we should do for the present. In Coram's cross-cut, in the south lode, which is set on tribute, the lode is from four to six inches large. In the western end the lode is improved, but the ground continues hard.—The western end, in the north lode, is much as last reported. In the eastern end, the ground continues to improve, but the lode is less than it was, being only two feet big. Wheal Dora.—The lode in Bunford's shaft still continues very good, producing excellent work; and as the water keeps going down, I hope shortly to set this lode upon a low tribute. Wheal Griffin.—The men are driving on the cross-cut as per last report, but I shall discontinue here at the end of the month.

G. M. LEWIS.

###### GWINEAR MINING COMPANY.

April 29.—I have already announced to you that Parabola engine has gone to work, and I have now the pleasure to say, that this day we have set Harden's shaft, to sink to a twenty fathom level, by eight men, for 100*l*; and I trust the ground will continue favourable, as much on account of the men, as of the mine. Next Saturday I shall be able to report the progress we make in sinking; they have sixteen fathoms two feet to sink, secure, and complete, and I have hopes, if the ground continues as it is, that they will accomplish their bargain in nine or ten weeks; the price to be given is only at the rate of 6*l*. per fathom. The new engine works admirably well, and with the exception of a pump or two, our pitwork is all on the mine, and in complete order to sink to a twenty fathom level.

C. N. BEATER.

###### ST. HILARY MINING COMPANY.

April 29.—Wheal Leeds New Engine Shaft.—This shaft will be completed to the sixty fathom level before you receive this communication, and we shall immediately cross-cut south, to see the lode at that level, which we hope to do before setting-day (Saturday next). We have had a hard floor of ground in the shaft, otherwise we should have made more progress in the past week. Fifty Fathom Level.—There is no alteration in the lode at this level, it continues its size from eighteen inches to two feet big, and will produce from one and a half to two tons of ore per fathom. Fifty Fathom Level West.—I have no alteration to report in this level, and do not expect to have any to make until we get west of the slide, as I mentioned in my last. Our tributaries are all working satisfactorily.

C. N. BEATER.

###### BRITISH COPPER MINING COMPANY.

May 3.—I merely write to inform you, that we have cut the caples of the lode in the sixty-two cross-cut, which are hard, and water for the present abundant, and oozing with such strength through the cavities, that it is with difficulty we can make any progress in approaching the lode; but the hardness of the caples, and the abundance of water, although in some respects not desirable, are very favourable indications.—N.B. It is seldom that the caples make to the south of the lode, but they evidently do in this place.

JAMES STEPHENS.

#### ALBION MINING COMPANY.

May 2.—Since my last report, little has been done in the seven fathom level east, in consequence of the water being in, occasioned by the stop of the engine to cleanse, &c.: the lode, at this time, is just the same as reported last. The lode in the sixty east, on the south part of the caunter, is still of a promising character, although not rich. The lode in Nicholson's shaft, under the forty-seven fathom level, is still very large, ore throughout, and has a promising appearance. This shaft is about fifteen fathoms before the sixty end; this is certainly a favourable indication for the sixty end to be more productive in future. The lode in the forty-seven east, on the south part of the caunter, is two feet wide: at this time assumes a more promising appearance than when last reported. The same level east, on the north part of the caunter, the lode is promising, producing stones of ore. The lode in the winze, under the forty east, from Nicholson's, is ore throughout, but rather hard. The lode in the forty east, at this time, is small, but not of an unpromising nature.

J. MIDDLETON.

#### SOUTH WHEAL LEISURE MINING COMPANY.

April 29.—I have only to state this week, as respects the appearances of this mine, that the lode we cut, after driving north, about seven feet, at the twenty-five fathom level, is still large, and in every respect as described in my last report; nor have we any thing different at the fifteen fathom level beyond what was then noticed.

RICHARD ROWE.

#### FERRAN CONSOLIDATED MINING COMPANY.

May 1.—I have the satisfaction of stating that we have cut Mudge's lode, at the twenty fathom level, after driving north, about three fathoms from the new engine shaft; the appearance of which is of the most promising character; it is two feet wide, comprising very soft spar, blende, munda, and rich work for lead: viewing it altogether, we consider it to be an important discovery; all other parts of the tutwork operations are going on well, with favourable prospects. With respect to our several tribute pitches, on the whole they are looking encouraging, and most of the labourers, employed as tributaries, are getting wages at their respective tributes.

R. ROWE.

#### NOATH CORNWALL MINING ASSOCIATION.

April 29.—Wheal Hope.—The lode in the seventy-five fathom level west, is improved since I addressed you last. It is large and kindly, producing good stones of lead. The lode, in the same level east, is not rich, but producing lead, with the strata improved. We are sinking a winze in the bottom of the sixty-five fathom level, and have a very favourable lode, producing good work. We are obliged to discontinue our winze from the sixty-five fathom level, in consequence of the water. Wheal Thomas.—The twenty-six fathom level east, lode still poor. In the seventeen fathom level, we have a kindly lode, producing good work. We are now preparing for sinking for a new level at Wheal Hope. We hope to have the shaft down as soon as it can be possibly sunk, as much depends on this work.

J. STEPHENS, Sen.

#### CORNUBIAN MINE.

April 28.—In handing you the report of this mine to-day, I beg to say there has not been any alteration of any consequence this week, except in the sixteen fathom level east, where we have broke some fine stones of lead, and I expect that, by the next report, I shall be able to give you better information about this level, as there is every appearance of being nigh a good lode; this is sooner than we expected lead in this level, as we are not forth under the course of lead in the eight fathom level, by some fathoms; but it is encouraging to find lead in this situation, and speaks well for the east caunter, at the sixteen fathom level.

JOHN BORLASE.

#### WHEAL WHIDDEN MINING COMPANY.

April 25.—This day we have been underground, and we find that all is right for changing of the lifts (that is), we intend to put our plunger-lift to pump up the same water that we are now drawing up with two drawing-lifts; these we intend to put, are of the same drawing-lifts for a bottom, or what some call, a puppy-lift, to sink with, for another level (this work is necessary for executing the orders to sink the shaft); with all this work, we hope to be in course by next week; when the same is completed, it will be a great saving of time, and likewise of leather. The fifty-four fathom level east, is much the same as last reported. The fifty-four fathom level west, since last reported, has improved: at this time, the end of the same level is full with tin stuff, that has run down from the back of the level, out of a soft place that we met with in driving on the course of the lode. The same stuff will pay its way for tin, by washing it. The other parts of this mine are going on as last reported.

CHARLES WHITE.

#### REDMOOR CONSOLIDATED MINING COMPANY.

May 1.—At our settings for May, on Friday last, we had a more than usual attendance of men, and the different bargains of tutwork and tribute were all taken, at what we considered fair prices. The ground at Johnson's engine-shaft continues to be sunk in improving strata, and we hope in a fortnight the fifty fathom level will be completed; and as the distance to intersect the lead lode is short, we shall soon open another level on ore ground. In the forty fathom level north, there is a very kindly lode, producing good work. The forty fathom level south is also producing tolerable work. In the twenty fathom level north, the lode is productive. The pitch, in the back of the forty fathom level, is set for 1*s*. 4*d*. in the 1*l*., and promises to produce a good parcel of ores; our price was 2*s*. 6*d*. in the 1*l*. We shall, however, insist on the takers doing good work, and if not, we shall put other men in their places. We have not yet done anything on the newly-discovered tin and copper lode, at the forty fathom level, nor shall we be able to do so until we have driven north, farther on the lead lode, when we shall turn house thereon. This lode, so far as we have seen of it, promises to be productive.

H. RICKARD.

#### EAST WHEAL STRAWBERRY MINING COMPANY.

May 1.—Agreeably to our expectation expressed in our last report, the summen finished on Friday last putting down the plunger lift at Grou's, and the water is again forked to the twenty-five fathom level, and I am glad to say that the lode in this level is somewhat improved. The tutmen have driven through during the week, about two fathoms of tin ground, and the lode still continues to produce tin in the end. The lode in the winze, sinking in the bottom of the fifteen fathom level, is improved, being now about one foot big, tolerable good work for tin; and when this winze is communicated with the twenty-five fathom level, we shall be enabled to increase our pitches. At Orchard's, the lode in the sixteen fathom level west, is much the same as last reported, being saving work for tin. The lode in the twenty-four fathom level west continues producing tolerable good work for tin. Our tributaries, generally speaking, have done well this take, and we indulge in the hope of setting our pitches at a less tribute, at our next survey. We shall have ready for sampling on the 8th instant, at Charlestown, about fifty-five tons of copper ore.

F. EVANS.

#### TAMAR SILVER LEAD MINING COMPANY.

May 1.—At our monthly setting, on Friday last, we had a very good attendance of men, and found no difficulty in letting all our pitches. There is a very good lode in a pitch on the back of the 105 fathom level, and also in a pitch on the back of the ninety-five fathom level, both of which are producing silver lead ores, of good quality. We have put four men to drive the 125 fathom level, south of the engine-shaft. The lode in the winze, sinking from the sixty-five to the seventy-five fathom level, continues productive, which we expect to hole in the course of the present week, when we shall resume driving the seventy-five fathom level south. We have cleared the shaft to the bottom, and find it sunk about four fathoms under the 125 fathom level; we are obliged to fix another lift at the 125 fathom level, preparatory to sinking the engine-shaft, which we hope to commence in the course of a fortnight.

MARK JAMES.

#### POLBREEN MINING COMPANY.

April 29.—The new lode, at Stainsby's, continues promising, and is producing some good work for tin. The ground in Vee's or Flat-rod engine-shaft is not altogether so favourable as noticed last week. Dorcas's lode, in the ends, east and west of Flat-rod shaft, at the twelve fathom level, is small, but rich for tin. To-day being our monthly setting, we have set a pitch at the back of this level, on that lode, at 10*s*. in the 1*l*. On the Downright lode, at this level, instead of stopping the back on tutwork, we have set the same on tribute, by eight men, at 3*s*. in the 1*l*. The end driving east, on the flat lode (at the twelve fathom level) is small, but not rich. On this lode we have three pitches working, on which there are ten men employed, at 13*s*. 4*d*. out of 1*l*. At Thomas's we have been able, from the improvement which has taken place, to reduce the tribute from 11*s*. 6*d*. to 5*s*. in the 1*l*., so that we have now twenty-six men on tribute, varying from 3*s*. to 13*s*. 4*d*. in the 1*l*. On Wednesday last we sold a small parcel of tin, as follows:—Carvedras, April 26th, 1837, 1 ton 5 cwt. 3 qrs. 18 lbs., at 53*l*. per ton=68*l*. 13*s*. 3*d*. The amount of which is forwarded you in the usual way.

R. ROWE.

#### TRLEIGH CONSOLS MINING COMPANY.

In sinking Shauger shaft under the twenty fathom level, the ground is much softer, but as yet, we have seen but little of the lode. In my next, I hope to give a good account of it. The men in the twenty fathom level are driving west on a lode twenty inches wide, composed of ore and jack, in a good-looking spar, which promises to be productive. In the twenty fathom cross-cut from Williams's, we are getting near the lode, the ground is changed, and more water issuing from the end.—At Christie's, the lode is three feet wide, producing good ore. I have examined the old mine as far as the water would allow, which is about eight fathoms under adit; this piece of ground presents an interesting appearance for thirty or forty fathoms in length, where the lode has been all taken away, and the walls supported by pieces of oak, loaded with attle, a circumstance quite sufficient to convince me, that by extending the level east, we shall meet with ore, and completely drain the old mine. We have at present two pitches only at work, which I calculate will give the adventurers a clear profit of 40*l*. after the tributes are paid, and in the next month about the same, besides what may be produced from tutwork bargains.

W. SINCOCK.



## HOLMBUSH MINING COMPANY.

May 1.—I beg to inform you of our tutwork and tribute, set on Saturday last; also the appearance of the lode in the different bargains. The eighty fathom level, to drive west, by eight men, at 6l. per fathom. The lode in this end continues to improve in size and quality; it is two and a half feet wide, worth 30l. per fathom. The ore from this end, mentioned in my last report, has been assayed, and makes the extraordinary produce of fifty and a quarter per cent. The back of this level to stope, by eight men, at 4l. 4s. per fathom—the lode is two feet wide, a good course of ore. The eighty fathom level, to drive east, by eight men, at 5l. per fathom—the lode in this end is still disordered by the cross-course. The sixty-two fathom level, to drive west, by four men, at 7l. per fathom—the lode in this end is one and a half foot wide, composed chiefly of mundaic, with stones of ore. The winze, to sink below this level, by six men, at 9l. 9s. per fathom. We have resumed the sinking of this winze as the ground is stoped to the bottom of the said winze—the lode is one and a half foot wide, saving work. The fifty-two fathom level west, to drive by four men, at 7l. 10s. per fathom—the lode is one and a half foot wide, chiefly mundaic. The twenty fathom level, to drive east, by two men, at 4l. per fathom—the lode in this end is two feet and a half wide, composed of mundaic, gossan, and caple, with stones of ore. The stopes below this level, by six men, at 4l. per fathom—the lode in these stopes is one and a half foot wide, all saving work for copper. *Tribute*.—A pitch in the bottom of the deep adit, by two men, at 8s. in the 1l. A pitch, in the back of the twenty fathom level, by four men, at 4s. 6d. in the 1l. A pitch, in the back of the twenty fathom level, east of Wall's shaft, by four men, at 10s. in the 1l.

SAMUEL SECOCOME.

## UNITED HILLS MINING COMPANY.

May 2.—*New Engine-shaft*.—In this shaft the lode is from three to four feet wide, with some gossan and a little ore. *Twenty-five fathom level*.—In the east end of this level there is no alteration since last week. In the winze sinking below this level, the lode is three feet wide, chiefly composed of gossan, with a small quantity of black ores. In the west end the lode is four feet wide with ore throughout. *Adit level at East United Hills*.—There is little or no alteration in this level since last reported. *Adit level*.—In the west end of this level the lode is four feet wide, producing ore of a low produce. In driving east at this level, the lode is three feet wide, two feet good ore. *Ten fathom level*.—In this level the lode is two and a half feet wide, two feet of which is producing ore of a fair quality. *Twenty fathom level*.—In driving east at this level, the lode is not producing so much ore as it did last week. *Twenty-seven fathom level*.—The lode at this level continues to improve in size and quality. *Thirty fathom level*.—In this level the lode is three feet wide, very good. *Thirty-six fathom level*.—The ground in the cross-cut continues much the same for driving, as it has been for several weeks past. In driving east, the lode still continues large with ore.

C. PENROSE.

## WEST WHEAL BROTHERS MINING COMPANY.

It affords me pleasure to confirm my last communication as regards the appearance of Henrietta lode, at the thirty-three fathom level, which is now productive of tin, forming a leader on the south, five inches wide, worth 4000 weight of tin to every 100 sacks, each containing twelve gallons, exclusive of the tin ores interspersed throughout the lode. I have directed the men to break the lode out close to the bottom of the level, which will be done early next week, to ascertain whether it is likely to continue in depth; in my opinion it is, as I took out the richest stones about eighteen inches above the bottom of the thirty-three. I shall increase the number of hands in this place, and prepare the stuff for the stamping mill, to prove its real value. Having had a hard floor of spar in the engine-shaft for the last week, the progress in sinking has been impeded, but it has nearly disappeared, and the last pump was put in this morning to complete Henrietta shaft to a forty-three fathom level, which I have no doubt will be effected in three weeks, when I shall immediately cross-cut to the lode. There are no alterations in other parts of the mine worth noticing.

J. CARPENTER.

## ENGLISH MINING COMPANY.

*Great St. George, May 2*.—Accompanying you have the several documents for March, and setting reports for May, to which latter I must beg to refer you for an account of our present underground appearances. The tutwork report of Wheal Leisure is, on the whole, favourable; the tribute report of that mine wears rather a gloomy aspect. I have (as you will observe in the setting report) taken the liberty of naming the new shaft, now sinking west of Catcher's, Burton's.

H. HUMPHRIES.

## WEST WHEAL JEWEL MINING ASSOCIATION.

May 1.—Buckingham's Diagonal shaft is now down to the bottom of the twenty fathom level; we have been clearing out the plat the last two days, which we hope to complete by Wednesday. Reports say the old men had a good bunch of ore here, and our opinion coincides with the reports, as the ground is all worked away each side of the shaft. These levels, east and west of the shaft, are not quite full of stuff, and may be cleared for very little expense: here we expect to raise some ore, where the old men left off working, or were driven with the water, for want of power to keep it out. We have cleared the deep adit, south from Quarry shaft, about ten fathoms in the past week; there is about seven fathoms more to communicate this level to Buckingham shaft, which will be completed shortly, as we are clearing both ways. There is no alteration in the tin stopes since or last.

MATTHEW WILLIAMS.

## EAST CORNWALL SILVER MINING COMPANY.

May 1.—Agreeably with the instructions from Mr. Thomas, we have resumed the working at the twenty fathom level at Mexico, and have set the cross-cut to drive, to six men, for the purpose of intersecting the lode at that level; we expect it will take from a month to six weeks to accomplish this object, soon after which we have reason to expect, judging from the appearance of the lode at the ten fathom level, we shall be working on productive silver ground from Wheal Mexico shaft, where we have been stoping the bottom, and driving an east end, four fathoms under the ten fathom level. We have gone over a rich piece of silver ground, several fathoms in length, and from which we have broken some rich silver ores, some of it producing upwards of 600 ozs. in the ton. We shall now put the four men who have been employed on this part of the mine, to put in a stope in the bottom or rich part of the lode; the lode in this place, in the bottom of the end going east, is about twenty inches big, all saving work, some of it rich. The ores we have already raised we are dressing up as fast as possible, and hope soon to have a good parcel ready for sale.

RICHARD BENNETTS. JOHN WILLIAMS.

(For Foreign Correspondence, see page 1541.)

**RAILROADS.**—The present depreciation in the price of railway shares, many of which are absolutely unsaleable, will, we trust, be a wholesome lesson to the public. We are assured, indeed, by those who are interested in keeping up the delusion, that the depression has arisen solely from the scarcity of money, though it is notoriously the consequence of a misplaced confidence in the correctness of the engineers' estimates, which it is charity to suppose, were the result of conjecture rather than calculation. Let us take, for instance, the three great railways now in progress—the Southampton, the Birmingham, and the Great Western. The first, if ever finished, will be at a cost of nearly treble the original estimate; and the second, at a cost of nearly double; while the completion of scarcely one-third of the Great Western will, it is expected, absorb nearly two-thirds of the capital; thus are the anticipated profits of ten and twelve per cent. reduced at one fell swoop to five and six; and even this inadequate return will be still less should the estimates of traffic prove equally erroneous with those of the cost. Nor can any profit be expected from the branch railways; the shares in the principal one out of the Great Western—that to Cheltenham—are offered as a gift; and the Exeter Railway is in the same predicament. To call for money, under such circumstances, to complete these undertakings, would be like calling "spirits from the vasty deep." It therefore becomes a question of serious consideration with those who possess shares, whether it be not desirable, as a matter of common prudence, to dispose of them while they can, and wait patiently until the completion of at least one of these railways may afford more certain data for judging whether they be or be not a profitable investment for capital.

**BIRMINGHAM RAILWAY.**—This company has no less than 3000 men employed on the extension only from Camden Town to Euston-square, that is about one and a quarter mile. The daily wages of these men amounts to 6000l., or at the rate of 180,000l. per annum. We think this looks like earnest and business. The works are executed, we are informed, for we have not seen them, in a very masterly and substantial manner. *Railway Magazine*.

**STEAM CARRIAGES.**—On Tuesday week, Mr. Witty, engineer, of Hanley, exhibited a working model of his patent steam carriage, in Mr. Hambleton's long-room, Stafford-row, Shelton, before a company of gentlemen, including engineers, steam-engine manufacturers, and others. Mr. Witty read a mathematical demonstration of the superiority of his principle of construction, together with a calculation, based upon this, of the increase of power gained thereby over the locomotive engines now in use, which almost exactly amounts to one in three. The extreme simplicity and beautiful adaptation of the principle of construction, and its self-evident advantages, were rendered apparent to all present. A paper was afterwards unanimously signed expressive of these views.

## IRISH MINING OPERATIONS.

(Continued from No. 78.)

The various indications of lead and copper ore in Ireland, not yet worked, will require considerable care, judgment, and integrity, in their development, as the successful formation of a mine "from grass" is a work of much labour and expense, and must be carried on with patience and reasonable perseverance: without these requisites, and taking into consideration the possibility of the most favourable looking lode not proving a valuable mine, parties frequently fail to proceed to a sufficient depth to get at the bearing parts, or, being too sanguine of the result of their operations on one particular trial, which does not prove favourable, exhaust funds, which, if otherwise expended, would most probably produce valuable returns.

Numerous instances are met with of extensive sinkings and drivings on lodes which have not finally proved their value, and which, if pushed forward at a further moderate outlay, there is fair reason to expect some of them would be crowned with success: attention to considerations of this kind, and cautious and experienced management of the operations, are indispensable, for the satisfactory opening of mines discovered, capable of working to profit, as well as decidedly proving the value of indications not yet tried.

In Ireland there are several mines situated on beds or masses of ore, interposed between the strata, in irregular quantity, and unconfined by regular walls; these masses are sometimes of great breadth, at other times mixing in strings or small ribs with the adjoining ground, occasion such parts to be too poor to work to profit. In these mines it is usual to find the strata in every direction for a considerable distance, impregnated with the ore, and occasionally where a number of ribs or strings meet together, "bunches" are met, in sufficient quantity to pay for raising; in a similar manner cross-courses, or beds of ore, running in a contrary direction to the main courses, are also found.

It has not been found advantageous to work these beds by a regular system of sinking and driving, but well to confine the principal cutting of ground to the productive portions of these mines, while drivings are occasionally carried through those parts in which ore is less plenty, for the purpose of making discoveries and carrying off the water. Should, however, the ore, though small in quantity in the latter place, be of high produce, they are stowed away, and subjected to the operation of crushing or stamping; the object being to choose a medium between cutting away all the ore ground, poor or rich, or making trials consistent with the state of profit or prospects of the mine, on the poorer parts, at such intervals as will prevent the passing by or losing any improvement in them, while the main operations are going forward on the places bearing the greatest quantity of ore.

It is found of the utmost importance to encourage among the miners a spirit of competition in bidding or offering prices at the taking of their bargains or contracts, thereby, in most cases, enabling companies to get work done for its real value; and also a disposition for making discoveries, or, in other words, venturing their labour in cutting through a piece of "dead" or unproductive ground, or clearing up old workings, &c.—always giving them a high price for the ore raised during the period of the bargain. In such ways, by making use of a little enterprise on the part of the miners, when the risk is not very great, valuable bargains are frequently discovered, which would otherwise never be worked, and the miners are generally well remunerated by the extra price given them for the ore. In this manner, and an occasional allowance for "dead" ground, awarded judiciously, such mines, when once brought to a paying point, are, with proper management, constantly increasing in extent and returns. Of course, as before observed, the operations on the unproductive parts are greatly influenced by the prices in the market, and the proportion the expense bears to the value or certainty of the expected discoveries; but as the driving a level, sinking a shaft, or other excavation, for the purpose of opening or unwatering ore ground, takes a considerable time to effect (particularly in hard ground), it requires a careful exercise of judgment and caution in deciding upon such plans, and to be guarded against being induced, from any sudden rise in the price of ore, or other favourable circumstance, to risk large outlays of money and time in the prosecution of works which, when executed, might prove serious losses, owing to changes which the value of mines and ores are always liable to.

The present depressed state of the copper market bears hard on the Irish mines, and can only be remedied in part by attention to the economy or management of the different departments, and while willing to afford miners and labourers fair wages for hard work, by reducing, wherever possible, the prices paying per ton for raising ore. This can, in a great measure, be accomplished, by strict attention to what may be called the drawbacks on the miners' prices, viz., what he pays for drawing, wheeling, and dressing his ore, and what he is charged for making and repairing his tools (these matters being executed by sets of workmen, who endeavour to extract from him as large a price as they can, of the value of which he is not always the best judge), agents can, by a proper and impartial scrutiny over these matters, and affording every facility in working his bargain, so as to prevent "hindrances," and an active look out that the powder, candles, and other materials supplied, are really expended in the bargains, materially promote the welfare of mines, as far as saving and economy are concerned, which, with promoting all practical improvements in the miners' mode of work and habits of industry, &c., it is to be hoped, will be found nearly an equivalent for the present low state of the standard.

E. B.

**RAILROADS IN THE UNITED STATES.**—In the United States, the experiments of railways have been amply tried, and found by experience to have done the work of centuries in a few years towards advancing the arts, manufactures, trade, and civilization of the country. Most of them have paid enormous profits to shareholders, and infused a rapid circulation of the blood into the industry and enterprise of the republic, that is not a little surprising to foreigners. The boasted Napoleon road across the Alps, had the Alps been in America, would have been accomplished in an incredibly short space of time by railway; and, great as that work is, it does not in my opinion, transcend the canal and railroad from Philadelphia to Pittsburgh (392 miles) across the Appalachian, or Alleghany mountains. But even this great work is light in comparison with the projected railroad from Charleston (South Carolina) to Cincinnati (Ohio), by way of Knoxville, (Tennessee). This gigantic undertaking will be 715 miles in length, and cross the lowest ridges of the mountains amongst the Smoky, Greenriver, and part of the Bluebridge and Cumberland mountains—a vast region, in most parts from 1200 to 2000 feet perpendicular from the sea. The above railroad includes a branch to Louisville, of seventy-five miles. An immense number of shares are subscribed for, enough to insure the progress of the work. The ground has been surveyed already, and the Legislature of South Carolina has granted the company banking privileges, and all this within the last nine months. You will be aware of the advantages derived in the way of expeditious travelling in this country, when I inform you that, from Boston to Washington, through New York, Philadelphia, and Baltimore, near 470 miles, may be performed by starting early in the morning from Boston and arriving late on the following night at Washington. The entire route is travelled by steam on river, sea, and railway, and the expense is trifling. Fifteen years ago this very journey would have been almost as serious as a voyage to Europe. *Morning Chronicle*.

**EXPEDITION OF AMERICAN ENGINEERS.**—Such is the industry and rapidity of construction of railroads in America, that twenty-eight and a quarter mile of the Tusculum, Courtland, and Decatur Railroad were begun and finished in little more than nine months.

**THE COLLIERS.**—The coal and iron-masters in Dudley and neighbourhood have come to a determination to reduce the wages of the colliers. Notice of this intention has been given at Bilston and neighbourhood, and the men are all standing out against it. It is supposed, however, that they will, in the course of a few days, accede to the reduction, and resume their work. A similar notice was issued in the neighbourhood of Wolverhampton, and produced a partial strike; but the men have now, almost generally, resumed work at the wages offered. *Birmingham Herald*.

**CONTINENTAL RAILWAYS.**—The French and Belgian Governments have at length decided on the formation of a railway between Paris and Brussels. Mr. Cockerill, the extensive iron-master at Liege, is at the head of the association, to whom the concession has been granted for carrying into execution this great undertaking. The line adopted is by Amiens, Lille, and Ghent, and from Lille a branch is to be carried to Calais, which will connect the northern coast of France, both with Paris and Brussels. *Railway Magazine*.

## DR. CHURCH'S STEAM CARRIAGE.

We learn from the *Worcester Herald*, that an experimental excursion was made to that city from Birmingham with this carriage, on Monday week. As it is known to most of our readers, the principle sought in its construction is to make it available to use on ordinary roads, and its projector, we believe, is fully sanguine of having at length accomplished this object. It is stated that in its journey to that city, it travelled at the rate of a mile in three minutes; and we know that, for six miles of the ground, it kept company with the Birmingham morning mail, so that its capability to sufficiency in speed seems established. Whether in the other desiderata of safety, certainty, and economy, it will be found equally perfect, remains to be tested by further trials. A somewhat "unfortunate" circumstance attended the first debut of the machine in Worcester. On arriving in the Tything, the omnibus affixed to it for the conveyance of passengers was detached, and the carriage was started down the Foregate-street, when, as ill-luck would have it, after having traversed about half the street, and whilst two performers on the key-bugle were loudly proclaiming the "conquering hero" was coming, the vehicle suddenly came to a dead lock! This was a case, of course, in which the usual stimulants of whip and spur would not avail; it soon became apparent that there was a "screw loose" somewhere, which would put an end to the journey for the day; the furnace was consequently removed, the steam turned off, and four of the old-fashioned "locomotives," yelped horses, having been yoked to it, the "steamer" was thus ingloriously removed to the premises of Messrs. Reeves and Son, coach-builders, where it was put up for the night. The defect having been repaired (which consisted, we believe, only in the displacing of a small nut), the next morning the machine made a second and much more successful appearance in the city. On quitting Messrs. Reeves' manufactory, it soon moved at a rapid pace, and which it continued through Foregate-street, Cross, High-street, and to Sidbury; then, wheeling round, it went back the same route to Messrs. Reeves' factory, where the omnibus was once more attached, and immediately after it set off on its way back to Birmingham. The carriage seemed to be under perfect control, and to be guided with facility in passing other vehicles. It makes much less noise, too, than could have been expected, but it is very unsightly and cumbersome in appearance, and the alarm and terror of horses in facing it, and which had nearly led to accidents on Monday, will, we fear, be an evil constantly attendant upon its introduction into general use. Of course, we need not add, that the illustration of the "march of steam" excited its due share of the wonder and admiration of the faithful subjects of the "faithful city." We have learnt that another failure took place in the machine on its way to Birmingham, on the Tuesday, which occasioned considerable delay.

**THE MAUNCH CHINK COAL-MINE** produce in Pennsylvania, is conveyed to a village of the same name in waggons, running on an inclined railway; and to each train of forty two waggons there are seven cars attached, containing twenty-eight mules, which are employed to draw the waggons when empty. Professor Silliman states, that the mules readily performed their duty of drawing up the empty waggons; but, having once experienced the comfort of riding down, they appear to regard it as a right, and neither mild nor severe measures, nor even the sharpest whipping, can ever induce them to descend in any other way.

**STOPPAGE OF CANALS.**—The annual stoppage for repairs, &c., commences on Monday, the 8th of May, and continues for one week.

**JOINT STOCK BANKS.**—The committee upon joint-stock banking during the present Session of Parliament, examined only six witnesses, two of whom are directors, and two others, the manager and the accountant, of the Northern and Central Bank of England; the remaining being Mr. Gilbert, the manager of the London and Westminster Bank, and Mr. Freshfield, the solicitor to the Bank of England.

**PRIVATE AND JOINT STOCK BANKS.**—By the return of the aggregate amounts of notes circulated by private and joint-stock banks in England and Wales, between the 31st of December, 1836, and the 1st of April, 1837, as compared with the like previous quarterly return, it appears that the issues of private banks have decreased in the amount 479,716l., and those of the joint-stock banks in the amount of 502,975l., the total decrease amounting to 980,631l. This great reduction in the rural currency, during so short a period, accounts very considerably much of the pressure which has been felt at a distance from the metropolis, and a large amount of the reduction of the circulation of joint-stock banks, may be attributed to the gradual winding up of the affairs of the Northern and Central Bank of England.

**COAL.**—Six thousand nine hundred and ninety-nine chaldrons of coal were brought down the Durham and Sunderland Railway during the month of March, the leading and shipping charges of which realised 942l.

**NORTH MIDLAND RAILWAY.**—Mr. Waring, of Sheffield, has contracted for the whole line of Railway from Hasland Lane to the tunnel at Clay Cross, and the workmen have already commenced operations.

**THE IRON TRADE.**—The iron trade supports itself with more firmness and steadiness than the cotton market; but it is the opinion of parties conversant with the market, that neither the rate of wages, nor the price of ore, nor the advance upon coal, nor all put together, will enable the iron-masters to keep up their prices. *Sheffield Mercury*.

**GREAT WESTERN RAILWAY.**—The works of this line are proceeding very vigorously. We hear that Mr. Brunel, sen., the father of the engineer, has lent some of his most expert men to facilitate the execution of the Box Hill tunnel, which progresses very rapidly. *Railway Magazine*.

**STEINHEIL'S ASTROGRAPH.**—At a late meeting of the Astronomical Society, Mr. Baily laid on the table a specimen of some delineations of the stars in the vicinity of the North Pole, made with this instrument. The advantage in the use of this instrument is, that a person can see, at the same time, the stars and the copy of them; and thus, by simultaneous observations, obtain the greatest accuracy. The instrument itself has not yet been introduced into this country.

**RUSSIAN ACADEMY OF SCIENCES.**—The Academy of Sciences at Petersburg has published, in the course of last year, the mean micrometric measurements of 272 stars, by Struvius, the observations of Kapteyn during his travels in Caucasus, and the continuation of the work of Messrs. Biobertin, on the Flora of Caucasus. Buildings, which will cost 12,000 rubles, have been begun for the extension of the Museum of Natural History, and 36,000 rubles have been expended on various matters of science.

**RAILS.**—Cast iron is now wholly disused for rails; the manufacture being confined to malleable iron, which undergoes the process of rolling to produce the required form. The usual length for rails is now universally fifteen feet; originally they were made in three feet lengths, which occasioned a great number of joints, and tended to produce frequent irregularities in the top line of rail. *Whishaw's Analysis of Railways*.

## METEOROLOGICAL JOURNAL, 1837.

| April.      | Thermometer.  | Barometer.     | May.        | Thermometer. | Barometer.     |
|-------------|---------------|----------------|-------------|--------------|----------------|
| Thursd. 27  | from 31 to 54 | 29.75 to 29.68 | Sunday 30   | 43 to 60     | 29.55 to 29.50 |
| Friday 28   | 29 to 56      | 29.65 to 29.68 | Monday 1    | 41 to 64     | 29.61 to 29.58 |
| Saturday 29 | 35 to 53      | 29.53 to 29.51 | Tuesday 2   | 37 to 64     | 29.58 to 29.55 |
|             |               |                | Wednesday 3 | 39 to 64     | 29.77 to 29.75 |

Winds S.W. and N.E. Except the mornings of the 28th, 29th, and 30th ult., 3d inst., generally clear; frequent showers; a little hail fell in the afternoon of the 30th. Rain fallen, .275 of an inch.

CHARLES HENRY ADAMS.

## FROM THE LONDON GAZETTE,

Tuesday, May 2.

BANKRUPTCY SUPERSEDED.

Henry Holdsworth and Alfred Knight, Halifax, Yorkshire, worsted spinners.

INSOLVENTS.

May 1, Hugh Mackintosh, Cambridge, tailor.

2, Henry Kingsley, Enfield-town, tailor.

BANKRUPTS.

E. Fernor, Hastings, brewer. [Mr. Gregson, Angel-court, Throgmorton-street.

F. G. Francis, King-st., New North-rd., baker. [Messrs. Oldershaw, Tokenhouse.

J. G. Francis, Adam's-court, Old Broad-st., wine-merchant. [Mr. Myatt, Birch.

T. Smallwood, Jun., Newport, Shropshire, scrivener. [Mr. Westmacott, Gray's.

E. C. Sandell, Oxford, apothecary. [Messrs. White and Borrett, Old Jewry.

J. Manning, Leamington-Priors, builder. [Messrs. Parkes and Son, Gray's.

D. Clive, Birmingham, victualler. [Mr. Gatty, Red Lion-square.

W. Wilson, Manchester, smallware manufacturer. [Messrs. Lake and Co. Basin.

J. Moss, W. Barrington, and J. Moss, Haslingden, Lancashire, cotton-spinners.

[Messrs. Baxter, Lincoln's Inn-fields.

T. Roach, Manchester, linen-draper. [Messrs. Bower and Back, Chancery-lane.

J. Haworth, Rantestall, Lancashire, plumber. [Mr. Smith, Chancery-lane.

W. B. Palmer, Birmingham, draper. [Messrs. Norton and Chaplin, Gray's.

S. Kinsey, Badwell Ash, Suffolk, innkeeper. [Hawkins and Co., New Bowell.

H. Morgan, Bulth, Brecon, farmer. [Messrs. Bicknell and Co., Lincoln's Inn.

J. Loosemore, Tiverton, scrivener. [Mr. Beetham, Chatham-place.

E. Patzeker, Poole, timber merchant. [Messrs. Holme and Co., New Inn.







## PRICES OF STOCKS.

## ENGLISH PUBLIC FUNDS.

|   | Saturday | Sunday  | Tuesday | Wednesday | Thursday | Friday  |
|---|----------|---------|---------|-----------|----------|---------|
| BANK STOCK, 8 per Cent. ....              | 204 3/4  | 204 3/4 | 204 3/4 | 204 3/4   | 204 3/4  | 204 3/4 |
| 3 per Cent. Red. Ann. ....                | 89 1/2   | 89 1/2  | 89 1/2  | 89 1/2    | 89 1/2   | 89 1/2  |
| 3 per Cent. Consols ....                  | 90 1/2   | 90 1/2  | 90 1/2  | 90 1/2    | 90 1/2   | 90 1/2  |
| 3 1/2 per Cent. Ann. ....                 | 181 1/2  | 181 1/2 | 181 1/2 | 181 1/2   | 181 1/2  | 181 1/2 |
| 3 1/2 per Cent. Ann. ....                 | 172 1/2  | 172 1/2 | 172 1/2 | 172 1/2   | 172 1/2  | 172 1/2 |
| 3 1/2 per Cent. Red. Ann. ....            | 92 1/2   | 92 1/2  | 92 1/2  | 92 1/2    | 92 1/2   | 92 1/2  |
| New 3 1/2 per Cent. Ann. ....             | 92 1/2   | 92 1/2  | 92 1/2  | 92 1/2    | 92 1/2   | 92 1/2  |
| Long Anns. ....                           | 1860     | 1860    | 1860    | 1860      | 1860     | 1860    |
| Ann. for 30 Years ....                    | 1859     | 1859    | 1859    | 1859      | 1859     | 1859    |
| Do. ....                                  | 1860     | 1860    | 1860    | 1860      | 1860     | 1860    |
| Omnium ....                               | 204 3/4  | 204 3/4 | 204 3/4 | 204 3/4   | 204 3/4  | 204 3/4 |
| India Stock, 10 1/2 per Cent. ....        | 101 1/2  | 101 1/2 | 101 1/2 | 101 1/2   | 101 1/2  | 101 1/2 |
| South Sea Stock, 3 per Cent. ....         | 101 1/2  | 101 1/2 | 101 1/2 | 101 1/2   | 101 1/2  | 101 1/2 |
| Do. Old Ann. 3 per Cent. ....             | 101 1/2  | 101 1/2 | 101 1/2 | 101 1/2   | 101 1/2  | 101 1/2 |
| Do. New Ann. 3 per Cent. ....             | 101 1/2  | 101 1/2 | 101 1/2 | 101 1/2   | 101 1/2  | 101 1/2 |
| 3 per Cent. Ann. ....                     | 1751     | 1751    | 1751    | 1751      | 1751     | 1751    |
| India Bonds, 4 per Cent. ....             | 29 31 p  | 31 25 p | 27 24 p | 25 30 p   | 29 11 p  | 29 11 p |
| Exchequer Bills, 2 1/2, 4, 10, 100, 31 33 | 33 28    | 33 28   | 33 28   | 33 28     | 33 28    | 33 28   |
| Do. ....                                  | 33 30    | 33 30   | 33 30   | 33 30     | 33 30    | 33 30   |
| Do. ....                                  | 33 30    | 33 30   | 33 30   | 33 30     | 33 30    | 33 30   |
| Do. ....                                  | 33 30    | 33 30   | 33 30   | 33 30     | 33 30    | 33 30   |
| 1 p. Cent. Cons. for Ac. 24 May 27 28     | 90 1/2   | 90 1/2  | 90 1/2  | 90 1/2    | 90 1/2   | 90 1/2  |
| India Stock for Op. 25 May                | 90 1/2   | 90 1/2  | 90 1/2  | 90 1/2    | 90 1/2   | 90 1/2  |

## BANK OF ENGLAND—TRANSFER BOOKS.

|                          | Thursday, June 1, 1837.  | Friday, July 21, 1837     |
|--------------------------|--------------------------|---------------------------|
| 3 per Cent. Consols .... | Thursday, June 1, 1837.  | Thursday, July 14, 1837.  |
| New 3 1/2 per Cent. .... | Thursday, June 1, 1837.  | Thursday, July 14, 1837.  |
| 3 per Cent. 1726         | Thursday, June 1, 1837.  | Thursday, July 14, 1837.  |
| New 3 1/2 per Cent. .... | Wednesday, June 7, 1837. | Wednesday, July 12, 1837. |
| Ann. for terms of Years  | Monday, June 5, 1837.    | Friday, July 21, 1837.    |
| East India Stock         | Tuesday, June 6, 1837.   | Thursday, July 20, 1837.  |
| South Sea Stock          | Friday, June 9, 1837.    | Friday, July 14, 1837.    |
| Do. New per Cent.        | Thursday, June 8, 1837.  | Thursday, July 13, 1837.  |
| 3 per Cent. 1751.        | Thursday, June 8, 1837.  | Thursday, July 13, 1837.  |

## FOREIGN STOCKS.

|                                 | Saturday | Sunday  | Tuesday | Wednesday | Thursday | Friday  |
|---------------------------------|----------|---------|---------|-----------|----------|---------|
| Austrian, 5 per Cent. ....      | 103 1/2  | 103 1/2 | 103 1/2 | 103 1/2   | 103 1/2  | 103 1/2 |
| Belgian, 5 per Cent. ....       | 99 1/2   | 99 1/2  | 99 1/2  | 99 1/2    | 99 1/2   | 99 1/2  |
| Do. 1829                        | 84 1/2   | 84 1/2  | 84 1/2  | 84 1/2    | 84 1/2   | 84 1/2  |
| Buenos Ayres, 5 per Cent. ....  | 103 1/2  | 103 1/2 | 103 1/2 | 103 1/2   | 103 1/2  | 103 1/2 |
| Cuba, 5 per Cent. ....          | 103 1/2  | 103 1/2 | 103 1/2 | 103 1/2   | 103 1/2  | 103 1/2 |
| Chilian, 5 per Cent. ....       | 103 1/2  | 103 1/2 | 103 1/2 | 103 1/2   | 103 1/2  | 103 1/2 |
| Colombian, 5 per Cent. ....     | 103 1/2  | 103 1/2 | 103 1/2 | 103 1/2   | 103 1/2  | 103 1/2 |
| Do. 1824, ditto                 | 103 1/2  | 103 1/2 | 103 1/2 | 103 1/2   | 103 1/2  | 103 1/2 |
| Danish, 3 per Cent. ....        | 72 1/2   | 72 1/2  | 72 1/2  | 72 1/2    | 72 1/2   | 72 1/2  |
| Greek, 5 per Cent. ....         | 103 1/2  | 103 1/2 | 103 1/2 | 103 1/2   | 103 1/2  | 103 1/2 |
| Do. 1825, 5 per Cent. ....      | 103 1/2  | 103 1/2 | 103 1/2 | 103 1/2   | 103 1/2  | 103 1/2 |
| Mexican, 5 per Cent. ....       | 103 1/2  | 103 1/2 | 103 1/2 | 103 1/2   | 103 1/2  | 103 1/2 |
| Do. deferred do. ....           | 103 1/2  | 103 1/2 | 103 1/2 | 103 1/2   | 103 1/2  | 103 1/2 |
| Do. 1825, 5 per Cent. ....      | 103 1/2  | 103 1/2 | 103 1/2 | 103 1/2   | 103 1/2  | 103 1/2 |
| Do. def. do. 6 per Cent. ....   | 103 1/2  | 103 1/2 | 103 1/2 | 103 1/2   | 103 1/2  | 103 1/2 |
| Neapolitan, 5 per Cent. 1824    | 103 1/2  | 103 1/2 | 103 1/2 | 103 1/2   | 103 1/2  | 103 1/2 |
| Peruvian, 5 per Cent. ....      | 103 1/2  | 103 1/2 | 103 1/2 | 103 1/2   | 103 1/2  | 103 1/2 |
| Portuguese, 5 per Cent. ....    | 71       | 70 1/2  | 70 1/2  | 70 1/2    | 71       | 71      |
| Do. New 5 per Cent. ....        | 29 1/2   | 29 1/2  | 29 1/2  | 29 1/2    | 29 1/2   | 29 1/2  |
| Prussian, 4 per Cent. ....      | 103 1/2  | 103 1/2 | 103 1/2 | 103 1/2   | 103 1/2  | 103 1/2 |
| Russian, 1825, 5 per Cent. .... | 103 1/2  | 103 1/2 | 103 1/2 | 103 1/2   | 103 1/2  | 103 1/2 |
| Spanish, 5 per Cent. Consols    | 21 1/2   | 21 1/2  | 21 1/2  | 21 1/2    | 21 1/2   | 21 1/2  |
| Do. Coupons                     | 44 3/4   | 44 3/4  | 44 3/4  | 44 3/4    | 44 3/4   | 44 3/4  |
| Do. passive                     | 53 1/2   | 53 1/2  | 53 1/2  | 53 1/2    | 53 1/2   | 53 1/2  |
| Do. deferred                    | 53 1/2   | 53 1/2  | 53 1/2  | 53 1/2    | 53 1/2   | 53 1/2  |
| Dutch, 2 1/2 per Cent. ....     | 32 1/2   | 32 1/2  | 32 1/2  | 32 1/2    | 32 1/2   | 32 1/2  |
| Do. 5 per Cent. ....            | 100      | 99 1/2  | 100 1/2 | 100 1/2   | 100 1/2  | 100 1/2 |

## FRENCH FUNDS.

|                          | April 27. | May 4.  | May 11. | May 18. | May 25. | May 31. |
|--------------------------|-----------|---------|---------|---------|---------|---------|
| 5 per Cent. Ann. ....    | 106 1/2   | 106 1/2 | 106 1/2 | 106 1/2 | 106 1/2 | 106 1/2 |
| Ex. on Lond. 1 mth. .... | 25 1/2    | 25 1/2  | 25 1/2  | 25 1/2  | 25 1/2  | 25 1/2  |
| do. 3 mth. ....          | 25 1/2    | 25 1/2  | 25 1/2  | 25 1/2  | 25 1/2  | 25 1/2  |
| do. 6 mth. ....          | 25 1/2    | 25 1/2  | 25 1/2  | 25 1/2  | 25 1/2  | 25 1/2  |
| 4 per Cent. Ann. ....    | 106 1/2   | 106 1/2 | 106 1/2 | 106 1/2 | 106 1/2 | 106 1/2 |
| Exchange                 | 100 1/2   | 100 1/2 | 100 1/2 | 100 1/2 | 100 1/2 | 100 1/2 |
| 4 per Cent. Ann. ....    | 95 1/2    | 95 1/2  | 95 1/2  | 95 1/2  | 95 1/2  | 95 1/2  |
| Exchange                 | 78 1/2    | 78 1/2  | 78 1/2  | 78 1/2  | 78 1/2  | 78 1/2  |
| 3 per Cent. ....         | 78 1/2    | 78 1/2  | 78 1/2  | 78 1/2  | 78 1/2  | 78 1/2  |
| Exchange                 | 240 1/2   | 240 1/2 | 240 1/2 | 240 1/2 | 240 1/2 | 240 1/2 |
| Bank Shares              | 240 1/2   | 240 1/2 | 240 1/2 | 240 1/2 | 240 1/2 | 240 1/2 |

## IRISH FUNDS, MAY 4, 1837.

|                                       | 1837          | 1838          | 1839          | 1840          | 1841          | 1842          |
|---------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Bank Stock                            | 100           | 100           | 100           | 100           | 100           | 100           |
| Government Debentures 3 1/2 per Cent. | 90 1/2        | 90 1/2        | 90 1/2        | 90 1/2        | 90 1/2        | 90 1/2        |
| Do. at Sight                          | 90 1/2        | 90 1/2        | 90 1/2        | 90 1/2        | 90 1/2        | 90 1/2        |
| Do. at 3 mth.                         | 90 1/2        | 90 1/2        | 90 1/2        | 90 1/2        | 90 1/2        | 90 1/2        |
| Do. at 6 mth.                         | 90 1/2        | 90 1/2        | 90 1/2        | 90 1/2        | 90 1/2        | 90 1/2        |
| Do. at 12 mth.                        | 90 1/2        | 90 1/2        | 90 1/2        | 90 1/2        | 90 1/2        | 90 1/2        |
| Do. reduced 4 per Cent.               | 90 1/2        | 90 1/2        | 90 1/2        | 90 1/2        | 90 1/2        | 90 1/2        |
| Consols                               | 90 1/2        | 90 1/2        | 90 1/2        | 90 1/2        | 90 1/2        | 90 1/2        |
| City Debentures                       | 90 1/2        | 90 1/2        | 90 1/2        | 90 1/2        | 90 1/2        | 90 1/2        |
| Exchequer Bills                       | 24 p per diem | 24 p per diem | 24 p per diem | 24 p per diem | 24 p per diem | 24 p per diem |

## AMERICAN FUNDS.

|                               | London | Amsterdam | Paris | Bombay | Calcutta | Madras |
|-------------------------------|--------|-----------|-------|--------|----------|--------|
| New York 5 1/2 per Cent. .... | 101    | 101       | 101   | 101    | 101      | 101    |
| Do. 5 1/2 per Cent. ....      | 101    | 101       | 101   | 101    | 101      | 101    |
| Do. 5 1/2 per Cent. ....      | 101    | 101       | 101   | 101    | 101      | 101    |
| Do. 5 1/2 per Cent. ....      | 101    | 101       | 101   | 101    | 101      | 101    |
| Do. 5 1/2 per Cent. ....      | 101    | 101       | 101   | 101    | 101      | 101    |
| Do. 5 1/2 per Cent. ....      | 101    | 101       | 101   | 101    | 101      | 101    |
| Do. 5 1/2 per Cent. ....      | 101    | 101       | 101   | 101    | 101      | 101    |
| Do. 5 1/2 per Cent. ....      | 101    | 101       | 101   | 101    | 101      | 101    |
| Do. 5 1/2 per Cent. ....      | 101    | 101       | 101   | 101    | 101      | 101    |
| Do. 5 1/2 per Cent. ....      | 101    | 101       | 101   | 101    | 101      | 101    |

## COURSE OF EXCHANGE.

| FRIDAY, MAY 5, 1887. |                  |         |                                     |        |    |
|----------------------|------------------|---------|-------------------------------------|--------|----|
|                      | Prices<br>quoted |         | Prices<br>negotiated<br>on 'Change. |        |    |
| Amsterdam .....      | 12               | 5 1/2   | 12                                  | 4 1/2  | 48 |
| Do. at Sight .....   | 12               | 3 1/2   | 12                                  | 1 1/2  | 2  |
| Amsterdam .....      | 12               | 6 1/2   | 12                                  | 4 1/2  | 5  |
| Amsterd. .....       | 12               | 6       | 12                                  | 4 1/2  | 2  |
| Amsterd. .....       | 13               | 14 1/2  | 13                                  | 13     | 10 |
| Amsterd. .....       | 13               | 14 1/2  | 13                                  | 13     | 10 |
| Amsterd. .....       | 25               | 70      | 25                                  | 52 1/2 | 25 |
| Amsterd. .....       | 26               | 25      | 25                                  | 82 1/2 | 25 |
| Amsterd. .....       | 26               | 15      | 26                                  | 26     | 5  |
| Amsterd. .....       | 155              | 153 1/2 | 153 1/2                             |        | 8  |
| Amsterd. .....       | 10               |         |                                     |        | 3  |
| Amsterd. .....       | 7                | 3       |                                     |        | 40 |
| Amsterd. .....       | 10               | 20      | 10                                  | 14     | 2  |
| Amsterd. .....       | 10               | 22      | 10                                  | 10     | 5  |
| Amsterd. .....       | 34               | 34 1/2  | 35 1/2                              |        | 5  |
| Amsterd. .....       | 31               | 36 1/2  | 36 1/2                              |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 5  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        | 6  |
| Amsterd. .....       | 35               |         |                                     |        |    |